

**1975 January Third mention of a PERMANENT HQ. Gene Hickey, President**



EUGENE E. HICKEY, MMR

## XTRA '75—HICKEY SAYS — HEADQUARTERS —

An earlier column brought up the need for looking ahead beyond one month or one year but for five years or ten years. Today our most important item is to provide space for a home office operation and location. This just cannot wait any longer. We also need updated equipment to process our membership needs faster. Today in Canton our Bob Bast has to live with continuing pressures to do more and do it faster. This is unrealistic for him to do. We have now reached a saturation point where the office can do only so much in the limited space and with equipment that is overworked and out of date. Our present machines need replacing. Bast's own appraisal for near future is an executive secretary plus two girls with occasional help besides and more updated equipment.

My own appraisal of a headquarters requirement would be space of 3,500 to 4,000 sq. ft. all on one floor. This would avoid special new code requirements and meet the needs of the handicapped. With a subscription drive to generate monies for some property, we would find that 3,500 sq. ft. of new building with all site improvements would cost today about \$215,000.00. A loan from a mortgage lender of \$225,000.00 would show a need for yearly debt retirement of \$24,000.00 per year for 25 years. Add to this the maintenance costs of \$1,800.00 per year plus operating costs of \$6,000.00 for heat, light, power, phone, etc. Also we might be liable for taxes estimated at \$2,400.00. All of the above totals \$34,200.00 per year or \$2,850.00 per month. Whoa! You say — "Let's rent some space and save money." Let's try it—3,500 sq. ft. @ \$5.00/sq. ft. for a three-year lease is \$17,500.00 per year plus about \$7,500.00 for leasehold improvements or \$2,500.00 per year. We still pay for our own lights and phone and for sure taxes on someone else's property. This would still come out to \$7,500.00 per year. The total of those would be about

\$28,000.00 per year. We are still liable for maintenance increases, for tax increases, special assessments increases, etc. However, if we were paying on our own building, our equity would be increasing each year with minimal exposure to outside influences. You say now that corporations do this. Yes, they do, and it's an expense against sales for them! We don't have this situation being a non-profit operation.

For the moment a temporary committee is looking for some warehouse space for a short term usage in Canton, Ohio. It is felt that 1,000-1,500 sq. ft. would suffice for a short while. It should be close to Bob Bast's place for our mailing situation and as a convenience for our manager. No obligations yet, but by this printing the numbers will be available and the administration will have to act as required. We would also have to rent some supplemental equipment. **STOP**—you computer experts tell me. You'll have your day in court, but not at the moment. We will be on a computer mighty soon, but not until all our costs are firmed up. This, too, is in the mill. Changes are the big problem on our computer costs. More later on this when room is available.

Funny, isn't it, to equate our own individual small interest in the hobby to all of the above. When you (singular) become 27,000 you's (collectively), it's a damn big job to operate this NMRA. How do we get into these situations? It's easy—you just keep putting it off till tomorrow and finally you're in the glue. We can't wait any longer. Any member or officer with half of the information can always see an answer. Let's quit arguing over the merits of dues and face these kinds of facts. By doing the above, we'll have our needs and information straight and the dues then become obvious. We need to get the job done now. Our past dues increase was three years late when it went through. Now we have the accumulated debt to overcome, and continue also to operate our current program as well as facing up to these above noted immediate needs. Lastly, yes we already adjusted our budget for this year, and will do it again this month.

## 1975 January

**President Colburn talking about improved efficiency of NMRA by the use of computers to assist with the record keeping.**

## 1975 February Announced as MMR #58 is Tom Pick



TOM PICK, MMR #58

## 1975 February

### DON ROBINSON

by Tom O'Neil

Don is probably best known to most for his handling of Pass Exchange over the years, but has also been highly active in serving the **BULLETIN** and NMRA. Don is of the breed that works for a railroad—the Boston and Maine, as a train dispatcher—and then comes home to do it all over again, but now being his own boss. At the moment Don operates exclusively from club trackage. "An arm chairer" you may say? No way.

His first bit of equipment in his 49 years came thirty-five years ago (which he still has), and has now extended to an ex-Rutland caboose and a Boston and Maine baggage car kept at the Green Mountain Museum in Vermont.

It's easy enough to guess what his favorite prototype road is, but his interests carry over to the Maine two-footers and the Colorado three-footers, especially the Bridgton and Saco River and the Denver, South Park and Pacific. However, Don does not try to model any prototype exactly and uses his own road names in HO and HOn3.

Being a bachelor ("Having never made the same mistake once") leaves time many don't have, but none is wasted. Don is a volunteer fireman (the kind that puts out fires), and has an active interest in photography. In addition, Don belongs to fifty some organizations—a "joiner" you say. Well, he has held office in most and makes the meetings of others. If there's any boredom in this fellow's life it certainly isn't going to be on his account.

But in the end the real interest is railroading which probably accounts for his being singled out by Railroad Magazine for coverage as "Interesting Railfan #105"—one of the very few in the NMRA to be so honored.



DON ROBINSON

## 1975 April President Hickey reports Mid-Year Meeting. St. Louis

Your E.C. and six Trustees met January 25-26 in St. Louis. Most of the time was spent on general discussions of immediate and near-future needs. Things demanding a fair share of consideration were our home office, **BULLETIN** Directory, new headquarters and convention contests. A host of lesser items were discussed such as expenses for national officers, a dues rebate, a contract with Bob Bast for one more year, the new ballot and dispensing with the Honor Region program. The last item was covered last month but a couple of important ones were the first two above. These will be noted further down. The Headquarters Building Committee had an interesting report that included reference to a well-known national museum which we will keep in contact with. Dean Freytag presented a contest judging outline for national conventions and for region guidance. It was discussed at length for certain minor details and how they can relate to the A/P Program. It will be refined and presented again in Dayton. National officer expenses were discussed by the trustees who felt that we were overdue in providing some relief beyond transportation only. Dues rebate were briefly considered and a show of hands indicated nothing would come of it. The new ballot will have two candidates for each slot. Mr. Mike Engler, of Glen Lake, Minnesota, was approved as Assistant Secretary behind Jack Weir's recommendations. A new contract was approved for \$1,500.00 per month with Bob Bast to run from April 1, 1975 to 31, March, 1976, and will probably be our last one with Bob. Bob Bast indicated he wants to retire at the end of this new contract period. The official agenda was short, but the discussion periods were Friday from 3-6 p.m., Saturday from 9-12 and from 3-5, with much of above getting a going-over. The agenda lasted from 1-3 p.m.

Our Home Office operation and new quarters are now a reality. We will be looking for some temporary rental space for next year about March 1 and will need to plan on buying some office furniture, files, typewriter, investing in some lease-hold improvements to fit our needs and a few additional items. To date we have had Bob Bast's home as our headquarters location with all the attendant side benefits of same, such as file space, storage space, work room, etc. These were all inclusive in our contracts as well as extra help when needed. We

now are looking at temporary leased space in Canton, Ohio, with all of the above added needs. It will offer us a chance to take a good look again at our mailing policies for all our publication needs including mailing lists, renewal notices and similar items. The home office can be our location for permanent records, for new membership processing, handling of money on same, some sales items and general conduct of reporting to regions and officers monthly with most of the mailing requirements being in another location under separate contract. Correspondence with the membership would continue to process through the home office as seems appropriate. A recent column indicated we would need to look toward the above and now is an established fact. Your E.C. will take care of seeing that our needs are being fulfilled and be judicious in a site selection and monetary expense. This or another column will keep you posted on any important developments.

The **BULLETIN** Directory also had a good airing. Our publications chairman, Ken Mortimer, had researched many professional societies and some hobby organizations as well. It was shown that the majority of more than a dozen do not or have ceased printing such a list except small quantities for sale. With a membership of 28,000 we would have to budget \$60,000 to \$70,000 to produce a similar one to our last one or \$2.50 per copy. This is not within reason on our dues structure when we can far better apply this toward our operations and **BULLETIN** budget. We HAVE NOT decided to dispense with the Directory—rather we are taking a look at some other arrangement whereby some copies can be obtained on much reduced printing for those who feel they need to have one. This might take the form of a saleable item from headquarters. Those in attendance preponderantly agreed (officers and observers) it might be a very appropriate approach. Costs cannot be projected at this time due to continuing inflation on paper, printing and mailing, but would be at least twice that of a large run. In addition to that, our entire Directory staff has retired for good and they worked as volunteers who have the time to devote to it. In any case, we would be printing a **BULLETIN** supplement on a bi-annual or tri-annual basis with all of the present front end contained in it. This is the first part with Constitution, By-Laws, Officers, Standards, R.P.s, etc., included.

In conclusion, for your reference purposes, I had a personal conversation with the Publications Chairman of a professional architectural society who indicated:

Membership: 25-26,000—Dues \$96.00/yr. + extras  
Directory Cost: \$8.00 per copy to print  
Cost to members wishing a copy: \$5.00 each  
Cost to anyone else: \$25.00 per copy  
Membership not very demanding, few obtain  
Print about 10% of total membership, or 2,100-2,500 copies  
Discontinued directory over three years ago.

## 1975 April Bill Ehlert becomes MMR #59



BILL EHLERT. MMR #59

## 1975 10 Famous Last Words Sayings by Tom O'Neil

Whether an old-timer or new to the hobby, you've probably heard or will hear these ten phrases. To all the modelers and dealers, world over, this piece is humbly dedicated.

1. . . . Yeah, go ahead and hook it up —the hot line isn't on.
2. . . . by following these simple instructions you can easily . . .
3. . . . and all orders are promptly sent the same day as received.

4. . . . if you don't see it, ask, we have it.
5. . . . this remarkable kit you've been awaiting will soon be at your dealers.
6. . . . forget calling for directions, I know exactly where to go.
7. . . . don't worry about the motor —that locomotive can easily pull 20 cars up a 4% grade.

8. . . . heck, why spend so much—wait until someone gets tired of the loco and sells it cheap in an ad in Model Railroader.
9. . . . Hon', I promise I'll always be satisfied with this small corner over here.
10. . . . we're out of stock on that right now, but I can have it for you in a few days.

## 1975 May Column by President Gene Hickey

### RECORDKEEPING

A few issues ago, computers and other systems were talked about here. With our change in Canton mentioned above less than a year away, we will now be taking a good look at some other form of recordkeeping and mailing of publications. It would seem to me that the full coding we formerly had is no longer needed except on a permanent record card in the home office. These savings by omission are valid for any system we may use. Additional information can be maintained on permanent home office records along with certain offices and awards held by some individuals. We should issue a membership card with the member's name, region (division), and number only with, of course, an expiration date. The home office can type this card out and send to the new member. Renewals can be handled either through home office or a systems center. Cards can be imprinted for various classes of membership.

Headquarters office would send systems center only the new membership listing, address changes, and deletions on a monthly basis. The systems center can return full printout to headquarters each month for any changes required and for renewal notices. This keeps us current at all times within 30 days. It will further insure our distribution in case of breakdown or interruptions at the home office, and we could depend on continued mailing of the BULLETIN. It further provides

a back-up record of the membership. Service for print-out listing will probably be faster than we can do with our present setup. We would establish a minimum dollar charge per thousand for region or division printouts and another charge for sales. This systems center would relieve the home office from some of our current mailing needs and help in keeping our staff personnel requirements to a minimum.

Through the years, your NMRA has been lucky that no major disruption occurred that threw our BULLETIN mailing off. Bob Bast has made sure this item gets tended to and often times by delaying acknowledgement of new memberships. The BULLETIN mailing is important to all current members. With a fully operational system of this kind, we will be on the road to a better organized NMRA. This kind of a systems center will open the door for other needs that will come along in the future. Retrieval information possibilities offer us flexibility as we grow and our needs expand. A new look at Directory content and arrangement will be reviewed and implemented with an eye to keeping costs reasonable for sale through our headquarters.

You may wish to reread a number of columns for the past year to realize how much effort and study is being given on arranging our affairs in a business-like manner. The member input from all sources has been a big help in providing food for thought for your Directors and myself.

## 1975 June Ralph Hawes becomes MMR #60



"Never mind the harp - where's the railroad club?"

## 1975 August Chuck Siebert becomes MMR #62



**1975 September      Below paragraphs by Gene Hickey**

**Occassionally misinformation comes up from time to time  
leading to headaches for Headquarters. Please know this:**

1. The Directory is not being junked. It is being studied to see how it can be made more viable at less cost and contain only those things truly needed. We will be printing the entire front end this term.
2. The dues increase is not being applied to the purchase of a headquarters. Even national officials were not attentive on this. The dues money is purely for the daily operation of the NMRA and the increase is to fight inflation.
3. The A/P is not a merit badge operation, but truly meaningful to those special talents available in our organization. Here we know that a few isolated poorly handled incidents have occurred over the span of years, but so small that they cannot be a tail to wag the dog. Good criticism here is healthy in making sure that the intent is being properly interpreted.
4. The NMRA is not being run by a clique and those of you who take the time to get acquainted with your national officials can easily see the many and varied backgrounds we come from and our assorted, but positive, approaches to moving ahead.
5. Two names for every position on the ballot did not elicit much more voting interest or concern than the previous ballots. Why? Because it is hard to know who to vote for on the strength of a few printed informational and campaign comments. We started last year to pay travel for the area VP's to get around to the regions they represent and bring to the members, input from the National. This should also make better known future and continuing executive officials, or a presidential candidate.
6. The **BULLETIN** is not trying to compete with or emulate, in any way, the commercial magazines. The **BULLETIN** readership is locked into only members of the NMRA, except you good guys who pass it around. We don't, and won't, accept advertising. We do, and will, continue to print anything meaningful for all scales and for all areas of modeling.
7. Your national officers are not insensitive to your wishes and problems. Virtually all members' mail is circulated on a regular basis to every national officer so that they can see for themselves your feelings and wants. Any informational requests are forwarded to the proper committee or area VP.

**1975 September**

**Edwards M. Cummings announced as MMR #61.**

## 1975 October published

## 1975 October published

### HONORS PRESENTED AT RAILS ALIVE '75

#### DISTINGUISHED SERVICE AWARDS—

Thomas J. Ayres Elliott Donnelley  
A. H. "Jack" Weir

#### PRESIDENTIAL AWARDS—

A. Craig Brown Dean Freytag  
Leo Campbell Robert Higgins

\* \* \*

The Board of Trustees presented Bob Bast a host of special Awards at its meeting, including financial remembrances continuing into future years for his over 25 years of service to NMRA, suffering through a multitude of insufferable elected officials.

**RAILETTES AWARD**—Railette Chairwoman Lythia Payne presented the Faith Rider Memorial Award to Pat Rhinehart for her outstanding work in preparing and conducting the Railette Program at the Rails Alive '75 Convention. The Railette Program was first inaugurated at the 1959 San Diego Convention by the late Faith Rider.

\* \* \*

**UNITED TRANSPORTATION UNION — BRASS LANTERN AWARD** offered annually at NMRA Conventions was judged this year by Ed Eubickie of the Penn-Central, who presented the award to Larry H. Edwards for his On3 version of a Rio Grande Southern caboose.

\* \* \*

**RAILROAD MODEL CRAFTSMAN AWARD**, 16th in a series of such awards which originated at the San Diego NMRA Convention in 1959, was presented by Publisher Hal Carstens to Dennis Gentile for his O Gauge EMD FP-9, "San Marino." See next month's RMC for color pictures and complete details of this unique entry.



### Youth Award

which he sponsors in memory of Paul Larson to Rodney Glaze, his spectacular HO version of a three-stall engine house. This annual award presented to under-18-year-old members for achievement in scratch building is designed to reward the younger member.

\* \* \*

**MODEL POPULARITY AWARD**—The contest model selected as being the most popular by the members in attendance was the McDonald Mining Co. display (which also took first in its class, as judged by the official rules) entered by Jock Oliphant, MMR.

\* \* \*

**MRIA—Model Railroad Industry Association Award** for best manufacturer's display went to Leo Campbell of Campbell Scale Models . . . they must be in a rut, it's becoming traditional.

\* \* \*

### MOTIVE POWER PERFORMANCE AWARDS

Chairman Bob Higgins, with his "East Coast" crew of Frank McKenna, MMR, Dave Roberts, Elmer Stark and Albert Hogle, conducted the Locomotive Performance Event using the equipment and procedures which Bob utilizes in his monthly BULLETIN MPPR Column.

#### Diesel & Electric Class—

1. Robert F. Latham, HO—31.24 pts.
2. Harold A. Greene, HO—28.38 pts.
3. Harold A. Greene, HO—27.62 pts.

#### Steam Locomotive Class—

1. Decker Doggett, HO—28.90 pts.
2. William Russell, HO—28.10 pts.
3. Robert F. Latham, HO—26.34 pts.

#### Special Motor Classification—

### THE PASS CONTEST WINNERS

- 1st. Rory J. Brandhorst  
2nd. John MacGown  
3rd. Franco Lamotte

\* \* \*

### MODEL CONTEST WINNERS

Category	Scale	Description
<b>STEAM LOCOMOTIVES—</b>		
1. Reg Bilodeau	S	4-6-0
2. Reg Bilodeau	S	3-truck Shay
3. Joseph Whitaker	1½"	B&O 2-8-2
<b>DIESEL &amp; OTHER—</b>		
1. Terry Kolenc	HO	U.P. Turbine
2. Dennis Gentile	O	EMD—FP-9
3. David Callahan	HO	N&W—FM, TM
<b>PASSENGER CARS—</b>		
1. Bruce Blalock	O	SA & AP Combine
2. James E. Johnson	O	N.F.T.S. Combine
3. John W. Buchner	HO	Buck & Rock Coach
<b>FREIGHT CARS—</b>		
1. Raymond Priester	On3	Woodblock car
2. Ronald E. Wiggins	On3	R.G.S. Stock
3. James E. Ison	HOn3	W.C.&W. Stock
<b>CABOOSES—</b>		
1. Larry H. Edwards	On3	Rio Grande Southern
2. C. J. Dixin, Sr.	7/16"	Composite
3. Raymond W. Priester	On3	Westside No. 5
<b>MAINTENANCE OF WAY—</b>		
1. James E. Johnson, Jr.	On3	DRGW Derrick & Idler
2. James E. Ison	HOn3	WC&W Pile Driver
3. Hal Gustafson	HOn3	WLC Plow

## 1975 November Legendary Bob Bast to retire March 1976



Retiring NMRA Office Manager, Bob Bast (upper left), accepts a new typewriter from Contest Chairman, Dean Freytag, receives (upper right) an award from President Gene Hickey and shares a light moment (below) with Executive Vice President Frank Hughes. Bob, who'll retire in March of

1976, was honored at the BOT Meeting at the recent Dayton Convention, in the heart of the Lichen Belt of model railroading. Promotion Department's Dave Murray recorded the event for the BULLETIN.

Bob Bast To Retire In March, 1976  
Bob Bast To Retire In March, 1976

Dean Freytag, retiring Central Vice President, at the request of President Hickey, and with due ceremony, presented, on behalf of the EC/BOT and past presidents, to Bob Bast, the following: one box cigars, one assembled 1975 Convention Car containing a roll of paper looking surprisingly similar to money, one envelope containing his 1975 Convention fee, one trophy consisting of a nicely polished 4x4 surmounted by a chromeplated rail section and mounted thereon a suitably inscribed plaque extolling his long and unstinting service to the NMRA, one new portable typewriter and a check for \$2,000.00 as the first of four payments that are to total \$5,000.00 to him and/or his survivors. Bob was speechless and a quiet Thank You was all he could muster. The officers gave him a standing ovation. (At the annual banquet President Hickey reviewed the presentation to Bob Bast for the over 2200 in attendance. The applause was tremendous.)

1975 December

Column by President Gene Hickey



## EXTRA 1975

by  
Gene Hickey

Here we are in another holiday season and a chance to again count our blessings. The last 12 months have seen a lot of things changed in our N.M.R.A. Your vote last spring changed the constitution and other needed items. That was a big step toward better things. Liaison between you and your elected officials was improved considerably.

The attendance at Dayton for the National Convention was almost twice that of any previous convention. New and very dependable, willing workers took over the chairmanship of some committees.

Your national officers really worked last year and all in a worthwhile effort. The region trustees responded with help and approval to keep us in a positive mood. We had a few trying moments, but they were minor. Your **BULLETIN** kept coming with more of those goodies all of us want, thanks to "ole" Whit. Our membership grew slightly, even in the

## SEASON'S GREETINGS

face of a dues increase. We were sad to learn Bob Bast would be leaving, but glad we had the chance to work with him. He's not gone—just retiring; so many of us will see him here and there. The undone things are still in the mill and being worked on.

All of this is our way of expressing appreciation for your support and interest in the conduct of affairs for the N.M.R.A.

At this time of the year, happiness and good cheer will be foremost in everyone's mind. If the holiday spirit can continue into next year, we all can look forward to another step forward in hopefully finishing up some pending, needed changes.

Each of us wish each of you and your a very happy Merry Christmas and an exciting 1976.

Frank, Jack, Craig, Eric, Chuck,  
John, Stew, Jim, Gene

1976 January

## WE'RE GONNA MOVE

After 20 odd years in Bast's basement, we're going to have a home office of our own. Details have **not** been finalized as yet, but, hopefully, in next month's issue we can provide you with the new post office box number and city of NMRA's new office. Whether we can supply you with the name of our new Executive Secretary or not is problematical, what with lead times and all, but we'll do our best.

**1976 January**



## **EXTRA 1976**

by  
**Gene Hickey**

# **LET THE PUBLIC KNOW**

When you are asked about your hobby, do you mumble a reply and change the subject? Or do you fess up to playing with trains, with the inevitable comments such as "I had a Lionel train when I was a kid," "How many sets do you have?" or "I'll bet the kids like that." Or a dozen other standard responses.

Many model railroaders are still a little ashamed of their hobby. I'm not, and I'm doing my best to improve the image. When people hear that we have a national (pardon me, international) association with over 25,000 members, a dozen or so magazines with circulation as high as 200,000, or any of the other statistics we can quote, they start to listen.

But the best thing we can do is to help with the P.R. How about opening up your layout (if you have one) to the public during National Model Railroad Month. This is the quickest way to open most peoples eyes

that this is a real hobby, requiring talents in many areas. If you don't have a layout, help someone who does. Publicity is readily available through local newspapers, radio and even T.V. Send them a photo with a brief story on your layout and the times that you will be open. Notices can also be placed in the local hobby shops, libraries and stores.

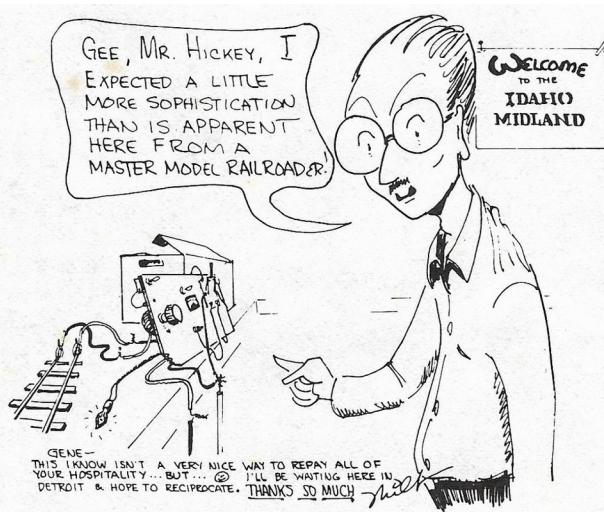
Additionally, displays can be set up in local banks, stores, libraries and other public places. These can run the gamut from operating layouts, dioramas or just display models. NMRA literature is available from Bill Sandman, National P.R. Man. Tape/Slide clinics are available for showing to any group that you can reach, such as church, youth, Kiwanans, schools, etc. One year we actually built a 5' x 9' fully scenicked and operating layout right in a local department store, using their power tools to cut the lumber for benchwork and talking to the customers as we progressed.

Wear your hobby proudly, let everyone know how your pastime is relaxing and creative. My train tie pin is constantly noticed and commented upon, especially at airline desks! I meet many modelers this way, get a brief chance to mention model railroading to non-hobbies, and all my customers know that I'm a dedicated model railroader.

See if your local community college has a "learning resources center" (library). If they do, volunteer your name as a resource for model railroading. The Boy Scouts have a railroad merit badge, you may be able to assist some boys in attaining it. A final word of caution though. It will entail some effort on your part and the work may snowball. So maybe you shouldn't bother getting involved. Maybe you should just go back and play with your trains.

Say, how many sets do you have anyway? Do you take them up after Christmas? How fast can they go? I had a Lionel set when I was a kid. . . . You asked for it!

. . . Stew Marshall, Central V.P.



**1976 March 1<sup>st</sup> A very important NOTE: The NMRA home office was moved out of Bob Bast's basement and to a leased space in Indianapolis. Midge Reber was the new Office Manager.**

**At that point, membership records were transferred from a manual system to a third-party computer system.**

**This unwittingly introduced errors into the membership count from every year from the middle to late 1970s through the middle 1980s.**

**Best estimates are that our membership topped out at around 26,000 Members. (John Coy, MMR #730 note: I read in 1979 a count of 39,000+, which I believed to be the top number of Members reported prior to reading this paragraph.**



**1976 May**

**This was published in the May Bulletin**

## **THE LAST REPORT FROM CANTON OFFICE**

After 26½ years Bob Bast prepared his final Month-End-Wrap-Up which included the membership thermometer over on page 5. To the members he says, "I appreciate all the cooperation that has been given me over the years and hope you'll continue to give it to our new Executive Secretary, Midge Reber. SO LONG!" (s) Bob Bast.

And when Bob prepared his first M.E.W.U. in October of 1949 the membership stood at 6,281.

**1976 June**

## **POTENTIAL OVERSEAS REGIONS?**

From time to time there is discussion on the formation of overseas regions. Using the 1974 Directory as a guide, 782 members reside outside the USA and Canada. With a total of 49 countries being represented, 80 members live in 37 of the smallest member-number nations. In nations with 10 or more members, we have 702 members. The United Kingdom, as the British Region, has 246 members. Australia, 154 members and formerly a member of the now-extinct Southern Cross Region, cannot have Regional Status because of a peculiarity of their national law. This leaves 302 members who might want to form their own regions.

The proliferation of Regions must be carefully orchestrated! Since each Region, regardless of membership members, has a FULL vote on the B.O.T., a 50-member overseas region would have the same voice as a 3,000-member USA region. Additionally, travel reimbursements (even on a somewhat restricted scale) and prevailing extra postage costs might very well result in a situation where it was costing the NMRA more money than those Regional members were actually paying in dues. This would be an unfair financial drain for the rest of us. In fact, the difference between USA member mailing costs and non-USA member mailing

costs is quite high. It is \$0.96 per member per year vs. \$3.14 per member per year, as an average . . . but then this should be another whole subject for review and not gone into detail here. You will note that members' opinion via an informational question were on the ballot on this subject.

Perhaps, on a five-year trial basis, a TOTALLY NEW REGION could be formed. (This might even be called "Overseas Region.") To start out with, each nation with 10 or more NMRA members would automatically become a DIVISION of said Region. As each division attained (for instance) 200 members, it could then petition the EC/BOT for Regional Status.

Countries with the 12 largest memberships: Australia—154, Brazil—11, England—246, Germany (West)—32, Italy—12, Japan—21, Mexico—17, Netherlands—87, New Zealand—43, South Africa—12, Sweden—29, Switzerland—38. All others less than 10 members each.

The above is merely one man's approach to the subject. It does not necessarily reflect any official approval.

. . . John Dorsam, Eastern V.P.

**1976 July**

## **Changeover to Computer**

### **REPORTS ON CHANGEOVER TO COMPUTER**

**by Frank Hughes, MMR**

When the decision was reached to convert to a computer, I wonder how many people realized or anticipated what was involved and how much work would be required to get the job accomplished?

Since Discipledata, an Indianapolis computer center, was chosen by the committee, and since I live in Indianapolis, I took on the job of preparing the list for the computer and following through with the program.

It all started the day after Thanksgiving, 1975, when Delbert Crocker, President of Discipledata and I drove to Canton to discuss the changeover with Bob Bast and to enlist his assistance in the program.

It ended the day after Easter, 1976, when the final name was submitted and the first set of labels was run off for the May **BULLETIN**.

During the 24 weeks there were more than 26,000 names checked and double checked. Changes made on the info for every name in preparation of computerization. Partial master lists checked for

accuracy, etc. Over 1,000 hours have been invested to get the job done—and it's done!

All Regional Trustees have been contacted by Midge Reber, Ex. Secretary, asking for the names of the Regional member responsible for maintaining the list for the Region. I'm happy to say that a goodly majority have responded promptly—I'm disgusted to say that there are some who have not, and those who have not know of whom I speak. For years there has been complaining that the Regions have not received accurate information about new members, change of address, deletions, etc., of members within their Regions. Some of these complaints were justified, some were unfair. Now we have a new ball game. This list will be updated each month, or more frequently if warranted. To the best of our knowledge the printout is accurate, but let's all be realistic and acknowledge that errors can be committed. The computer is a great device but it can only print out what has been fed in and with input in such quantity under pressure of time deadline it would be a miracle if some errors have not been committed.

This has been a big step in progress for the NMRA. The success and accuracy should be of as great a concern for you as it has been for us. Let's work together to provide your Region and your members with quality service.



### **1976 July Report on move to Indiana. Published July 1976**

### **REPORTS ON MOVE TO INDIANAPOLIS, IN**

**by Frank Hughes, MMR**

It has been said on many occasions that the membership does not know what is being done on a National level. This is to advise you what has been done since March 1, 1976, when Midge Reber started as Executive Secretary and the office was transferred from Canton, OH, to Indianapolis, IN.

Midge Reber and her teenage daughter moved from Bradley, IL, to Indianapolis prior to March 1st and settled into an apartment. On March 1, Midge reported to Bob Bast for instructions and advice about how he performed his duties over the past 26 plus years. On March 5th, a Friday, 4 men from Indianapolis drove to Canton, spent the night and with the help of 4 men from the Canton area, loaded a rented truck and moved the office from Canton to Indianapolis. This move saved many hundreds of dollars. Bob stopped processing his work on Wednesday night of that week and Midge started to process the next Monday so the office was down only 2 working days.

We moved into a newly-painted, 1,100-sq.-ft. space with new carpet. We bought a new desk because the desk Bob used had been in a flood back in 1941—yes, 1941, and looked it. Work tables were built to streamline the operation and metal shelves were cleaned up and painted. We had to start from scratch because Bob had been an independent contractor doing work for us and Midge was an employee of the NMRA. We had to stock the office from paper clips to wastepaper baskets, not to mention purchasing all the little things needed in an office.

We started under a handicap—the first quarter of the year is the most active for renewals, etc., and we moved right in the middle of it. Midge worked right through the mess and confusion and helped straighten things up as well as processing the normal work load.

Bob, for years, has purchased envelopes and had printing done from various parts of the U.S. Much of this required shipping charges and delays.

A competitive bid was submitted for envelopes and printing from the Indianapolis area and I am happy to report that we will be supplied locally for less than or at the same price with better quality than in the past. Everything had to be ordered. Realizing that Midge was preoccupied and involved in trying to stay current on the daily work load, and since she did not know the city, all ordering was done for her. It's done!!!

To add to the confusion and frustration, we had to satisfy the Postal authorities to assure our 2nd class permit; we had to comply with the state statutes and submit the proper documents to be recognized as a non-profit organization and we were working feverishly on the chore of changeover to the computer. (Incidentally, I normally work for a living!)

The results: an office that each and every member of the NMRA can point to with pride. Another big milestone in the advancement of the association for the benefit of the membership.

**1976 July Richard O. Eggert announced as MMR #64**

**1976 August NMRA Gene Hickey's Term is over**



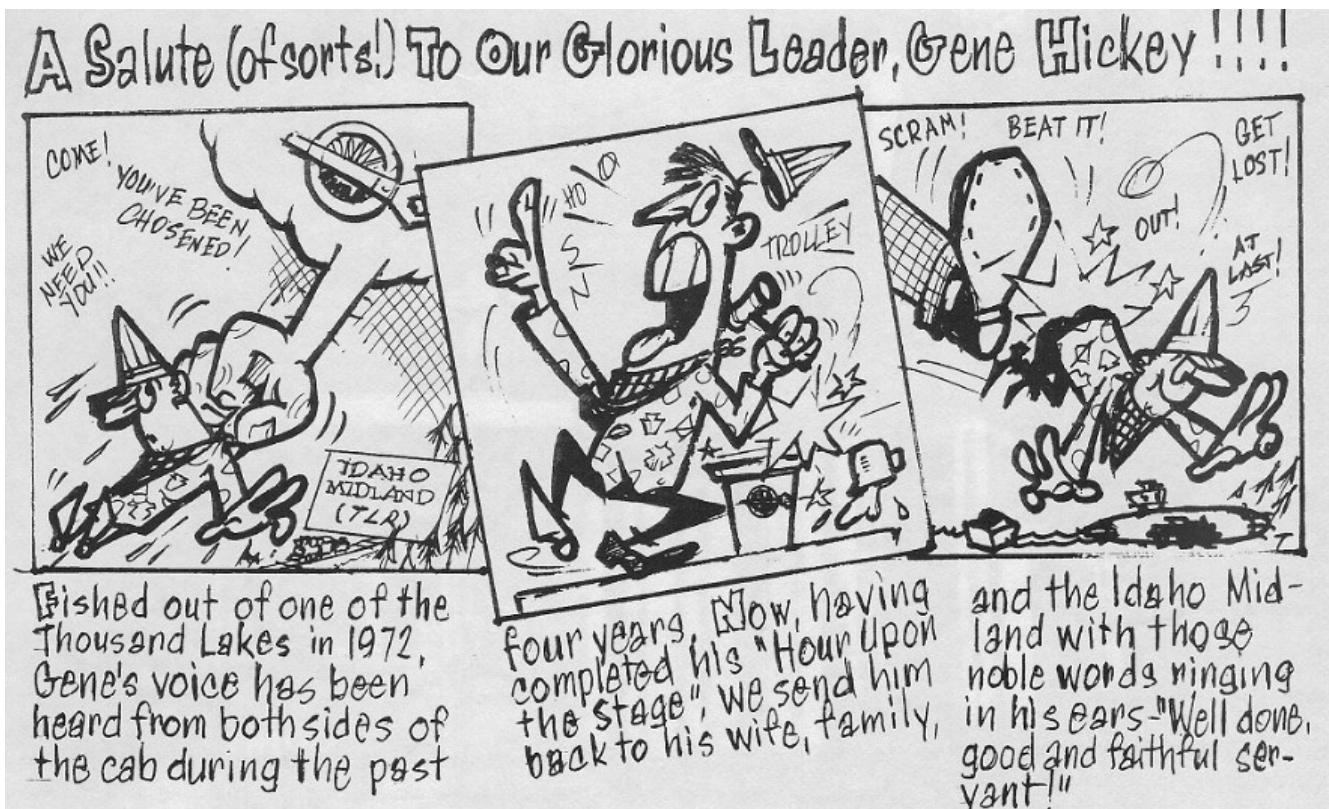
The day has finally come, and it's back to the layout as a P.O.M. Will I miss it? You bet! I'll miss the people who have helped move us further along and who have all become special acquaintances and friends. Every president and every national officer for my three years were especially sensitive and helpful to our needs. We didn't get everything done, but we made some real progress; and those who are following can surely continue this progress if they'll keep working as a team. I won't bore you with any details past or future. I do want to thank others than NMRA officials from Silver Springs through Indianapolis, St. Louis, Chicago and Sacramento for their kindness at E.C.-B.O.T. meetings. So long you guys, and keep the hobby "FUN." Skip the politics and work together from the newest to the oldest member. Sincere thanks to all who have written to this office.

I'll see you here and there,

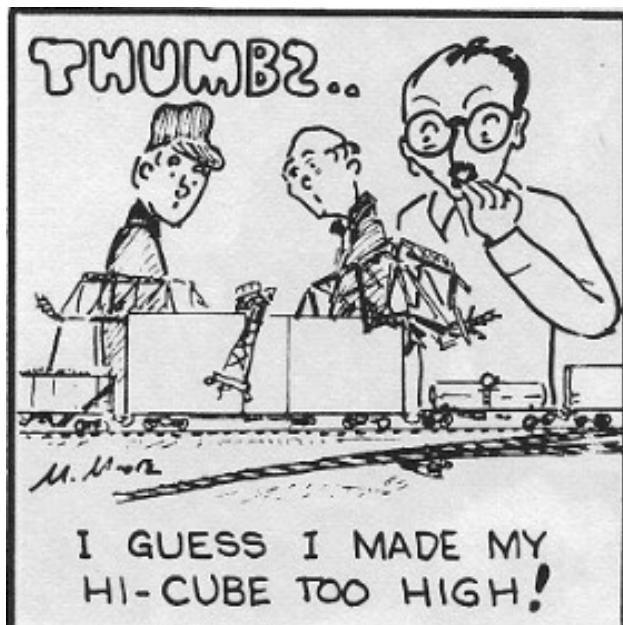
Gene

1976 August

## Gene Hickey Tribute



1976



## 1976 August Indpls FIRST HOME of NMRA. Toys for TOTS with CID

### CENTRAL INDIANA DIVISION—MWR PUT ON SHOW

by David Petty

Indianapolis is the first HOME of the NMRA. Sure, the NMRA is 40 years old, but all of this time the NMRA has had no place to call HOME. In May, a good many of you hear the name Indianapolis associated with something called "The 500," and from the stories I hear, people who have never been to Indianapolis think the famous oval of brick and asphalt comprise the entire city. Let me assure you that this is NOT true. Indianapolis is a part of the Central Indiana Division of the NMRA.

On December 12, 13 and 14, 1975, the Central Indiana Model Railroad Show, sponsored by the Railroad Community Service Committee in cooperation with the C.I.D., NMRA, was put on for the benefit of the United States Marine Corps Reserve "TOYS FOR TOTS" campaign. This campaign helps to make a happier Christmas for less fortunate children. Toys were brought to Union Station by the sack and hauled away by the truck load. A toy was the price of admission for this model railroad show.

The general public seldom has a chance to see as much model railroading as they got to see at Union Station. Most people, at some time or another, talk about "the good ole days" as though the past was better than the present. They don't want the "good ole days" of their youth; they want, instead, their youth. The hundreds and hundreds of people who came to view the exhibits learned that those of us involved in putting on this show, have never left our youth, when it comes to trains. And it was a lot of fun working for the enjoyment of all the visitors. Everyone is entitled to enjoy their own hobby in any way they please, but those who do not share their hobby with others, surely don't have as much fun as those of us who put on the show at Union Station. THE NMRA IS AN EQUAL OPPORTUNITY HOBBY — EVERYONE IS WELCOME. COME ON AND GET INVOLVED. JOIN IN ON THE FUN!



**1976 SEPTEMBER**



by Eric Bracher, MMR

# THANK YOU!

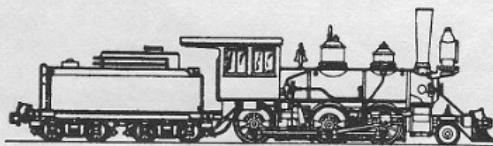
"Back home again in Indiana" could become the NMRA theme song but anyway that's what I am listening to being sung by Jim Nabors for the Indy 500. Whit asked both Frank and me to write an editorial so whoever won would have one on hand for the **BULLETIN**. Due to deadlines Whit needs it two to three months ahead of time. So what I am getting to is that it is hard to write an editorial so far in the future.

Even though there is a new President and some other elected officials, the NMRA family will mostly be the same people. A few changes here and there which I will cover in a later editorial. One new change is the appointment of our Secretary and Treasurer.

Jack Weir has agreed to continue on as Secretary and John Holmes will take Craig Brown's place.

In future editorials you will read a little about the commercial side of model railroading, some about future plans of the NMRA and hopefully a few guest editorials. Twenty-four editorials may not sound like much to write but on occasion one does run out of things to say and besides many of our elected officials may want to put their pet ideas on paper for all to read.

So with thanks to those who vote for me I'll close for now.



## And the Election results were:

### 1976 ELECTION RESULTS

#### PRESIDENT—

Eric Bracher	1969
Frank Hughes	1641
Write Ins	15

#### EXEC. VICE PRESIDENT—

Craig Brown	3196
Write Ins	37

#### EASTERN VICE PRESIDENT—

John Dorsan	664
Dave Roberts	355
Write Ins	3

#### CENTRAL VICE PRESIDENT—

John Reid	659
Write Ins	35

#### PLAINS VICE PRESIDENT—

Charles Hitchcock	195
Alf Goodall, Jr.	161
Write Ins	0

#### WESTERN VICE PRESIDENT—

Paul Shimada	923
Write Ins	24

#### SOUTHERN VICE PRESIDENT—

James T. Gibson	426
Ed Quin	187
Write Ins	0

#### CONSTITUTIONAL CHANGE—Delete Article VIII substituting new Article VIII.

Yes	3383
No	247

#### INFORMATION QUESTION—Should out of country members more nearly pay costs of **BULLETIN** and other mail distribution?

Yes	2892
No	733

#### When only the ballots of out of U.S. members were tabulated on this question the vote was:

Yes	157
No	143

Out of some 25,000 ballots only 3753 members bothered to exercise their right to vote.

**1976 September**

## **HONORS PRESENTED AT RAILFUN '76 ANNUAL NMRA CONVENTION**

### **HONORARY LIFE MEMBERSHIP to:**

**David E. "Gene" Colborn**, General Convention Chairman and past NMRA President for his long service to NMRA.

### **DISTINQUISHED SERVICE AWARD to:**

**William Hammer**, recently retired Legal Counsel for NMRA, and Chairman of Estate Planning Committee.

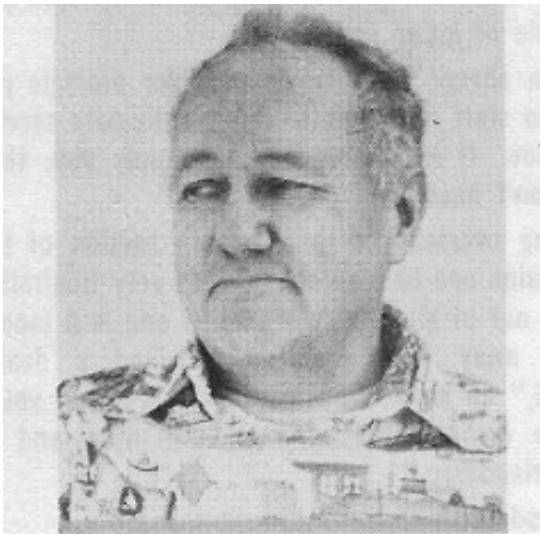
**William Claytor**, President of Southern Railway for continued support of railroading as well as model railroading.

### **PRESIDENTIAL AWARD to:**

**Frank Hughes**, recently retired Executive Vice President for his long service to NMRA and his yeoman service in making the move from Canton to Indianapolis and helping to set up our new headquarters.

**Wm Carpenter**, Chairman Audio/Visual Planning & Promotion for leadership in our Tape-Slide Clinic Program.

**1976 September**



**MMR NO. 65 JAMES TANGNEY**



**RAYMOND F. LEWIS, MMR No. 66**

**Two "new" MMRs announced in the 1976 September Bulletin**

**1976 October**

## **The Departments of the NMRA**

Another convention and BOT meeting has passed. Time sure does seem to fly. As we start off our new year I would like to give a brief rundown of the various departments within NMRA.

The list of department heads remains 'bout the same with one change. To start off, the Achievement Dept. under the guidance of Dr. George Mellenger continues to make good progress. George and his committee have presented a few rules to be changed at the BOT meeting. More on the exact changes later.

The Convention Dept. has a new chairman. I have appointed Joe Bothman who replaces retiring Gene Colborn. Joe has plenty of experience under his belt and living in about the center of the USA, can easily get to sites of future conventions to check out the facilities and lend any needed assistance.

Our Promotion Dept., under the capable leadership of Bill Sandman, has many new ideas coming. Promotional displays are being assembled for region use. Bill is reactivating the Re-rail program to bring back those

who have failed to re-new, or determine the reasons they have dropped out.

Our Publication Dept. continues doing its fine job with Ken Mortimer as dept. head. In addition, the **BULLETIN** continues to be one of the finest model publications with Whit Towers as editor.

The Engineering Dept., chaired by Barney Daehler, continues to make progress. They presently are developing Standards for N scale, S scale and car weight R.P. for HOn3.

The Services Dept., headed by Larry Lauer, continues on with a multiple of jobs. Within this dept. is Member Aid, Pike Registry, Estate Counselling, Audio Visual Planning and Tape Slide Dispatch. Larry indicated there are many new tape slide clinics coming very soon.

In addition, our Staff and Records Dept., headed by Secretary Jack Weir, and the Financial Dept., headed by John Holmes, both continue to serve our needs. I might also make mention of our home office with Midge Reber as Executive Secretary has a large responsibility. Midge

reports there have been a few problems in converting our membership list over to a computer but she has things well under control.

A short rundown of the events taking place in the Executive Council and Board of Trustees meeting will be found elsewhere in this issue in Secretary Jack Weir's report.

At the annual business meeting a motion was passed to refer to the Engineering Dept. (610) for study and a report on certain track clearances for curved track under NMRA Standard S-8. Also passed was a motion for Engineering to review certain specifications for turnout points again referring to NMRA Standard S-8. A final motion was passed revising wording concerning when convention bids could be accepted.

The highlight of the business meeting was the announcement of the NMRA being granted the tax status by the IRS of allowing the contributors of gifts to NMRA to deduct them from his federal income tax. This tax status can be considered a very important milestone for the NMRA.

**1976 October**



**Bill Kennerley named as MMR Number 67**

**1976 December**



DEANE MELLANDER, MMR #68



**Deane Mellander named as Master Model Railroader #68**

**1977 January**

# OUR COLONELS – AN NMRA PAIR

The Colonels Freytag and Reid are quite a pair.  
"Fragil things of great beauty," so they declare.  
Convention badges and ribbons adorn their vests,  
Causing considerable sag in their enormous chests.

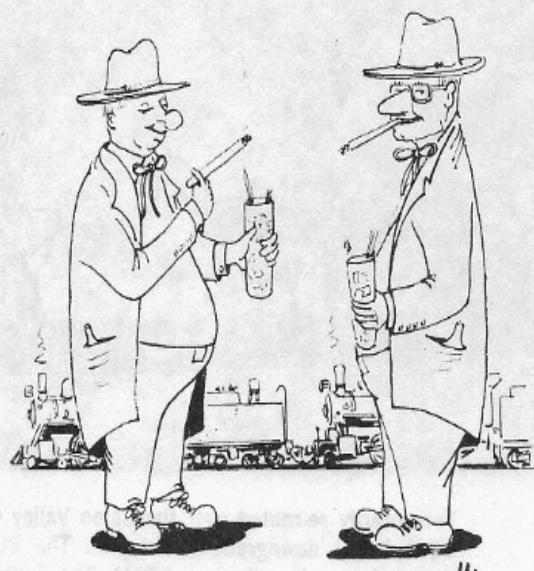
Each swills his bourbon in well practiced style,  
While viewing the throng with a truculent smile.  
Then off to the contest room they toddle,  
Never more than arms reach from their favorite bottle.

Soon they're judging each structure and car  
While secretly wishing to be in a bar.  
Far into the night these foggy-eyed gents,  
Studiously judge locos and trestle bents.

Then they finish their chore and they toast each other.  
A toast to the Pope . . . and to Whistler's Mother.  
And off to the banquet where the story's the same,  
"We award Best of Show to . . . old 'What's-His-Name'!"

Admirers of this pair will scream, "Hold! Enough!"  
"On our hard-working colonels you're being too rough!"  
Well . . . it's just possible my prejudice would shrink,  
If those fun-loving scoundrels would buy me a drink!

. . . Milt "Thumbs" Moore



**1977 January**



**1977 January**

## **THE NMRA HONOR ROLL**

### **HONORARY MEMBERS**

In recognition of their invaluable and meritorious service to the Association, the NMRA has bestowed upon the following persons the title of "HONORARY LIFE MEMBER"

KALMBACH, A. C.  
GOTTLIEB, BERNARD J. (D)  
RAVENSROFT, EDWARD A.  
SCHULTZ, HERBERT A. (D)  
KETCHAM, VICTOR A.  
BONDURANT, HARRY E.

SAGLE, LAWRENCE W. (D)  
BRADLEY, A. BALLARD  
ELLISON, FRANK C. (D)  
HUEBENTHAL, R. H.  
KEELING, LEIGHTON  
KENT, CHARLES B., JR.

BAST, ROBERT E.  
PREBLE, IVAN S.  
VAN LEER, EDWARD M.  
TOWERS, WHITNEY K.  
HOUSE, W. WATSON (D)  
MORTIMER, KENNETH

COLBORN, DAVID E.

1962  
CARSTENS, HAROLD H.  
RICE, ALLEN (ERIC LA NAL)  
WESTCOTT, LINN

1968  
ARMSTRONG, JOHN H.  
BROWN, FRANCIS S. (D)  
HOOK, GEORGE W.

1973  
HUEBENTHAL, R. H.

1976  
CLATOR, W. GRAHAM  
HAMMER, G. WILLIAM

1963  
WALTHERS, WM. K. (D)

1970  
THORNILEY, ROBERT I. (D)

1974  
ALLEN, JOHN (D)  
OLESEN, HAROLD L. (D)

1964  
STOCK, GEORGE

1971  
BRINKMAN, ROBERT P.  
TAYLOR, JACK KIRBY  
WEAVER, HOWARD P.

1975  
AYRES, THOMAS J.  
DONNELLEY, ELLIOTT (D)  
WEIR, ANSTESS "Jack" H.

1965  
ALEXANDER, EDWIN P.  
TOWERS, WHITNEY K.

**30th ANNIVERSARY AWARD—KALMBACH, A. C., MILWAUKEE, WISCONSIN**

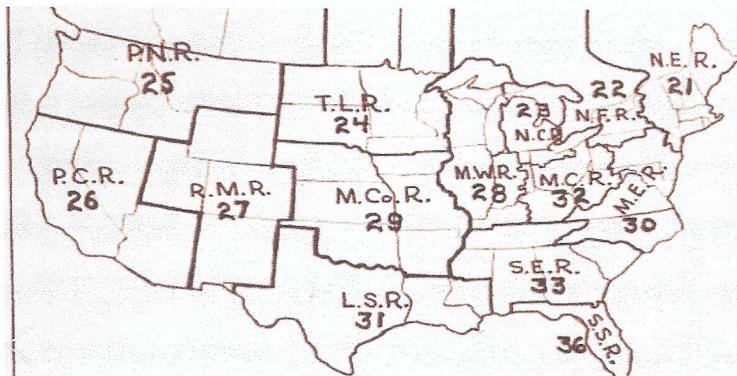
## 1977 January

### PRESIDENT'S AWARD

For outstanding services to the NMRA  
the following were presented the "PRESIDENT'S AWARD":

1956	BECHTEL, GEORGE RAVENSROFT, EDWARD A.	1963	TAYLOR, JACK KIRBY THORNILEY, ROBERT I. (D) TOWERS, WHITNEY K.	1968	ADAMS, ROBERT B. HITCHINS, DOUGLAS H. TROTT, JAMES F. (D)	1974	BOTHMAN, JOSEPH J. COLBORN, DAVID E. SWERDFEGER, MARK D. WEIR, ANSTESS "Jack" H.
1957	SALMON, THOMAS K. WEAVER, HOWARD P.	1964	HOUSE, W. WATSON (D) OLESEN, HAROLD L. (D) WARJON, DONALD W.	1969	PLUNKETT, WILLIAM R. SHIMADA, PAUL L.	1975	BROWN, A. CRAIG CAMPBELL, LEO FREYTAG, DEAN HIGGINS, ROBERT E.
1959	BRADLEY, A. BALLARD	1965	CROMER, GEORGE C. TRUE, ARTHUR M. PEARSAL, "MIKE"	1970	OFFIK, W. GEORGE (D) VAN LEER, EDWARD M.	1976	HUGHES, FRANK CARPENTER, E. "BILL"
1960	ALLEN, GEORGE RAVENSROFT, EDWARD A. SMITH, DOUGLAS S.	1966	DOUDS, CHARLES F. FIRTH, LEN A. SIDDAL, RUSSELL A.	1971	BRACHER, ERIC A. FALK, IRA MARIENTHAL, WESLEY T.		
1961	CHURCH, LLOYD E. (D) LOEFFLER, JOHN E. MORTIMER, KENNETH OLESEN, HAROLD (D) TOWERS, WHITNEY K.	1967	KOHL, PHILIP W. TRUE, ARTHUR M. WARREN, ROBERT E.	1973	BROWN, FRANCIS S. (D) GEISSEL, J. HAROLD OLIPHANT, JOCK		
1962	BUSCH, KARL P.						

## 1977 January



**1977 January**

## **There are 67 MMRs up to this date**

**1977 March**

## **HOW'S YOUR NMRA SENIORITY?**

by Hal Carstens

Recently at a dinner banquet of the Pacific Southern Model Railroad Club at Princeton I bumped into veteran modeler Clyde Gerald, of Boston and Baltimore. The conversation naturally drifted around to past conventions and old friends and at this point, Clyde pulled a convention checklist out of his pocket listing all the MER regional meets he had attended and all the nationals.

Here's an all-time checklist of NMRA national conventions which you might like to study. We've left a spot where you can check off the ones you've attended. There was no convention held in 1945 due to restrictions on unessential travel, with only the Board of Directors meeting for their annual business meeting.

1	Milwaukee	1935
2	Chicago	1936
3	Detroit	1937
4	Buffalo	1938
5	New York	1939
6	Milwaukee	1940
7	Peoria	1941
8	Rochester	1942
9	Cincinnati	1943
10	Pittsburgh	1944
11	(none)	1945
12	Detroit	1946
13	Oakland	1947
14	Atlanta	1948
15	Denver	1949
16	Milwaukee	1950
17	New York	1951
18	Portland	1952
19	Toronto	1953
20	Chicago	1954
21	Baltimore	1955
22	St. Paul	1956
23	Houston	1957
24	Pittsburgh	1958
25	San Diego	1959
26	Chicago	1960
27	Cleveland	1961
28	Montreal	1962
29	Indianapolis	1963
30	Philadelphia	1964
31	Vancouver	1965
32	Cincinnati	1966
33	Miami Beach	1967
34	San Francisco	1968
35	Minneapolis	1969
36	St. Louis	1970
37	London	1971
38	Seattle	1972
39	Atlanta	1973
40	San Diego	1974
41	Dayton	1975
42	Chicago	1976
43	Denver	1977

NMRA nationals with 2000 or more in attendance are relatively new, starting with San Diego in 1974. The larger attendance has created severe problems for the volunteer convention committees since many cities once eminently suitable now lack sufficient housing and the many extra facilities needed to conduct clinics, contests, displays, banquets, operating layouts and the many other events that go on at a national. Clinics which once would draw 30 interested persons now have to be geared for an audience of 200-400. The banquet of 300 diners is now more likely to have seats for 1500-2000 or more.

As conventions have grown, so have costs and the need to study carefully such other problems as travel facilities to the convention, family activities and the need to have on the convention committee people thoroughly familiar with hidden costs and various legal problems which could cause the convention to operate at a severe loss to NMRA or possibly necessitate total cancellation. NMRA national officers are well aware that such a situation could occur. Convention Chairman Joe Bothman, backed up by Gene Colburn, now checks out the various convention sites to assure that all facilities are as claimed in the various bids and that the site is indeed suitable for a national convention. Joe's job is not a fun job. It's a tough job requiring a lot of travel, long hours and a tough approach to occasional bad situations. The ultimate decision is up to NMRA's Board of Directors. Bothman's reporting helps assure that the national, wherever it is held, will be run smoothly and in facilities capable of handling the members who attend.

Conventions were fun when attendance was 500 and everybody knew everybody, and everybody could take in everything. Today there are so many events going on at any given time and you have to choose from the clinics or trips you like best. Conventions have grown and there are always new faces, faces which will become familiar. Now we look forward to the big blast next July in Denver, where we'll reminisce about the great times at Chicago and Dayton and San Diego. We'd suggest an early registration.

**1977 April**

## **By President Eric Bracher**

Since assuming the office of President many problems have come up that are either solved or are in the process of being taken care of.

First off with our tax status of 501C3, I found the possibility of our members wanting to donate collections of model railroad equipment. The donations of cash is easily taken care of but what do you do with large amounts of material items. Gayle Olson was appointed as Donation Policy Chairman to come up with recommendations on how we should handle such donations. Gayle will present his report to the board for approval.

A second major problem was the 1978 Newark convention. Joe Bothman, upon visiting the site, discovered that nothing was done in the way of getting contracts or written commitments on the buildings to be used to host the convention. Also, the amount of space planned on fell short of meeting anything near the size of what was needed for past conventions. In case the needed space was not available or contracted for by Dec., 1976, back up bids were asked for. The convention committee will present the situation on the 1978 convention.

The third area was some problems in the home office operation. This in no way was Mrs. Reber's fault but required decisions on certain areas that was not in the area of her responsibility. John Holmes and I made a trip to the home office and spent three days there. I must say that we were both quite impressed by Midge's accomplishments. The office was very well organized. Problems related to member applications and processing were well handled. While there John and I met with the post office officials to go over cost savings in postage on our third class mailings for both membership renewals and the BULLETIN mailing. We also met with a representative from Decipledata, the firm that does the computer work, and solved some problems plaguing us with the use of the computer. We also inquired about future use of the computer and DDI's operations to ease some of the manual office work now being done by added help. Also the use of computer printouts for region membership use were discussed. Each step of Midge's membership processing was reviewed to see if there were ways to either save time or cut costs. Recommen-

tions were made where needed to improve this processing. Recommendations will be presented at the board meeting to further improve our office operation. In some cases the budget will have to be increased to cover these improvements.

Since August several other items have come to my attention that needed to be taken care of. We have the left over problem of the extra costs of mailing the BULLETIN to our out of country members. I have assigned Chuck Hitchcock the duty of researching the problem and presenting to the board his recommendations.

Gene Hickey and his committee have been working on our Headquarters Building Donation Fund policy and will have their recommendations.

I have assigned Paul Shimada the responsibility of coming up with a better definition of the duties of the Area Vice Presidents.

I have assigned John Holmes the problem of projecting what our home office operation will look like in terms of the budget in 3, 4 and 5 years from now. Also, we do not have a personnel policy for our employees in regards to such things as holidays, insurance, sick leave, retirement, etc. Such a policy is needed and John will also be working on this.

Other areas of concern are things like the need for getting the convention department involved to a further extent in future convention planning. As conventions get larger and larger the novice one time group putting them together becomes more of a problem to that group. There is a need for more help from the National level.

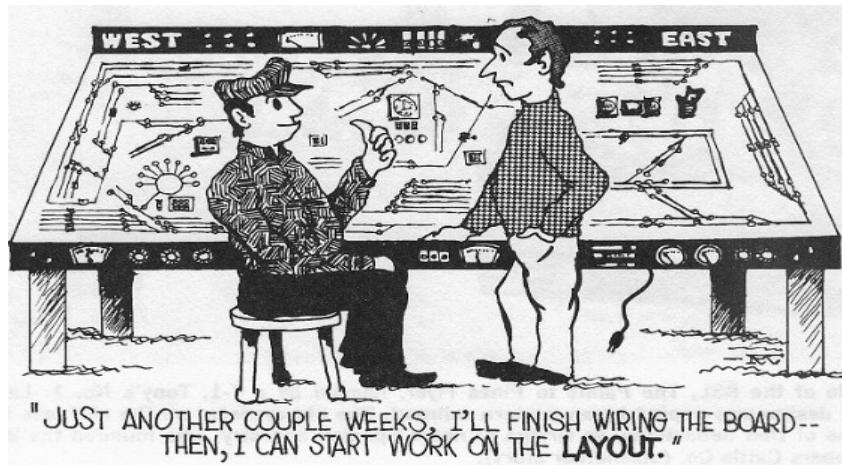
There is a need to gather our official documents in one location. Our Secretary, Jack Weir, will be working on this.

Region insurance for liability is now starting to cost the regions a huge amount of money. Perhaps the National should take a look at this and cover all under a blanket policy. I will be appointing a committee to look into this.

There is the possibility of more regions coming about. We will have to be prepared for this event. I will also be appointing a committee to do some planning in this area.

Our HO track gage tooling is worn out and needs to be replaced.

**1977 April**



## 1977 August

### PRESIDENTIAL AWARDS AT DENVER CONVENTION

At the Rocky Rails, NMRA 1977 Convention Banquet in Denver, on July 23, 1977, NMRA President Eric Bracher, MMR, made the following Presidential Awards:  
To: **Mr. and Mrs. William Litten** (as a team) of Indianapolis, IN, for their many hours of service at the home office in helping to get things set-up and organized.

To: **Milt Moore** of Gibraltar, MI, for his unending stream of humorous cartoons as well as illustrations for **BULLETIN** articles.

To: **John Lukesh** of Torrance, CA, for his many articles couched in clearly comprehensible language which have promoted the "state of the art" in our **NMRA BULLETIN**.

To: **Bill Kennerley** of Walnut Creek, CA, for his continuing stream of prototype happenings under the banner of the "TIMEBOOK" in our **NMRA BULLETIN**.

## 1977 August

### MMRs #69 & #70 announced in Bulletin



MMR NO. 69, E. LEROY THOMPSON



MMR NO. 70, EDWARD J. COSTELLO

## 1977 September Annual President's Report, Eric Bracher, MMR

**A**s we end this year's activities, other than the controversial 1978 convention site, the association is in a sound position.

Our membership level has climbed somewhat in spite of the recent dues increase. At the time of the dues increase your officers were anticipating a slight drop in membership. This has not been the case. Taking into consideration the small gain and the absence of any significant loss due to the dues increase, the total membership level is quite healthy.

Our Convention Department will have a revised convention policy to present to the Executive Council for approval. Due to the increasing numbers of members attending conventions the involvement of the association in the handling of conventions is changing and this policy reflects that change. The involvement of the National Convention committee will be greater in the future in the area of hotel space commitments and contracts.

Our Promotion Department has also been undergoing some changes and is planning to participate to a greater extent in area promotional activities. An ample supply of membership brochures has been printed as well as posters that can be used for NMRA related model railroad events. In the works is a counter card for the display of membership forms that can be placed in retail establishments. In addition a portable display has been constructed that can be shipped to various region activities. More of these displays are planned if the new version works well.

Other departments such as Achievement, Publications, Engineering and Services are all functioning well with no anticipated problems.

Our financial position is the best that it has been in years. The debt we acquired with the printing of the last membership Directory has all but been retired and if the membership level continues at present levels, we shall have a healthy positive balance.

Several studies are underway at the home office level to determine how best to serve the membership with our current way of operating. We have had a few problems in getting used to the computer way of handling the membership renewals and listings but they are essentially solved for now. How best to use the capabilities of the computer is one of the study areas. Another is how can it be used to produce a membership listing that the member can use as was the Directory. In addition we are studying ways to provide a more timely information of membership status to the regions. We have experienced some problems in belt buckle supplies and this problem will be taken care of by the time you read this report.

Two goals I hope to see accomplished before the next annual report are: first, to increase our committee members on the member aid program. Second, to launch our building donation project. Both of these programs should enhance the image of NMRA.

**1977 October**



MMR NO. 72, EARL T. JOHNSON

**The newest MMR announced Earl T. Johnson is #72**

1977 November 4<sup>th</sup> mention HQ asking for funds for brand new building



## **The Engineer's Side Of The Cab**

by Eric Bracher, MMR

# **HOME SWEET HOME**

Home Sweet Home, perhaps that is the tune we can be singing one of these days when NMRA moves into a permanent home.

You will be getting in the mail a brochure detailing our biggest event in NMRA history. This will be the solicitation of funds for a headquarters building. This fund drive is being headed by Gene Hickey who, with the help of a very able committee, has put together a brochure and a program to get us this much needed building.

A few years ago the Executive Council saw the need to work towards obtaining a permanent building to further the aims of NMRA. Now the planning on the donation portion of this need is finished and you will be receiving official notice of how to make your donations. Upon reaching our goal of the necessary funds needed to construct such a building, we will proceed with the next step of designing, site selection, site purchase and construction. The reason for the donation is that we do not feel your dues should be used to build such a build-

ing but rather your donations would make that possible.

A special building fund has been established at our present Indianapolis office and any gifts to the NMRA Building Fund will be assigned to this special account and will not be used or assigned to any other purpose until the Building Fund goal has been reached. Now that we have our long awaited tax exempt status from the Internal Revenue Service, your donation will be a tax deduction on your Federal Income Tax return.

The new headquarters building for the NMRA will have, in addition to adequate space for a needed modern, efficient office operation, a secure fire-proof museum and library so that the aims and purposes of the NMRA as expressed in our Charter and By-Laws can be actively furthered.

This step is truly a milestone in NMRA's history and you, the members, are to be proud of your association and can show your interest with your contribution, no matter its amount.

**1978 January**

# How Important Is A Membership List?

Prexy Eric Bracher has asked me to tell you some facts (in regards to costs) on the subject of distributing a membership list. While NMRA took an informational survey a few years back, the results of which indicated the average member could do without a list of members, there are still a few who complain that it is the only real benefit of NMRA membership.

The last DIRECTORY with a membership listing was printed in January of 1974. It cost a bundle, plunged us into a "negative surplus" situation from which we are just now recovering, and with the sharp rise in paper and postal costs would cost even more today.

How much more? Well, to duplicate that 1974 edition now would cost us from \$75,000 to \$90,000. Before all of you connected with the printing industry rush to advise your willingness to produce at these figures, stop and consider some facts. That total cost estimate I provided, includes not only the printing, but the make-ready costs as well as the complete distribution. And no, we can't get by with merely printing the quantity as listed in the membership thermometer. We must take into consideration the quantity required for new members who join, since they, too, would be entitled to a copy.

During the past few years we've received letters from various members in the printing trade indicating a desire to print a membership list, at well under the \$75,000 figure, but once we've written to them outlining all the factors going into the make-up of that "TOTAL" cost, they seem to lose interest.

For those who feel such a deep need for a complete membership list I wonder how many consider the facts on the accuracy of such a list in light of the highly mobile society in which we live. We know that by the time a membership list is distributed that 10% of the entries will be in error due to moves, lapsed memberships, etc. We know that in one year that figure will exceed 30%.

Since the last membership list a few Regions and even Divisions have undertaken to supply a localized membership list to their members. The type of thing which like NMRA's list in years gone by, can be done on a volunteer basis aside from printing and distribution. There are others, who are investigating doing the same thing, on the basis that the desire on part of member is to know who in their own area is a fellow NMRA member. Perhaps this method, if it takes hold more universally, will alleviate the problem.

There are those who feel that since we are on computer, the problem of creating should be far less costly. This ignores the fact that the 1974 listing was entirely computer controlled and oriented.

In reality a complete membership listing devolves down to the item of **Cost**. Creation and distribution will probably run to approximately \$3 + per member, which must come from the \$10.00 dues. Since we are **NOT** operating with any appreciable surplus, it only means that something else must be cut back, or eliminated. With home office operating costs running 3 times what they were under Bob Bast, the only logical candidate is the **BULLETIN** itself. Bear in mind that any reduction in size would perforce have to be far more than a few cartoons, or even pages. . . . It would be major.

And for those who suggest that a membership list be sold on a subscription basis, bear in mind as quantity goes down, price will go up and who is going to determine the price to sell at, the number who might purchase? A Survey? What assurance that when you learn the list will cost over \$5.00 that you or your fellow member who favor will actually plunk down the pro-rata amount?

It's your organization, you should receive what you desire. Your best solution is to keep your NMRA President informed.

## 1978 February

A railroad modeling magazine in a recent issue has taken the NMRA to task about the Denver convention and so called problems as presented by the editorial writer. He mentions that the task of handling conventions is too much of a job for each year's host group as they are amateurs and there is no standing committee to give advice on the pitfalls of running a convention. Further comments cover the registration fees and what you do or do not get for them. The writer leads you to believe that if a professional group were to put on the NMRA convention each year everything would run as smooth as silk and the costs would be far lower.

It's too bad the writer of this editorial hasn't really thought out and researched what he is trying to get across. To start with, we do have a very fine permanent Convention Department comprised of several members who either have chaired a past convention or were working committee members of past conventions. Not only do they have the experience, but the know how of running a convention. Their services and advice is readily available and is being used. A recent change in the Convention Department policies has strengthened the permanent committee's responsibilities and authority. It is their goal to eventually take over much of the contractual work and advance arrangements so the host group can spend more time on organizing the

local activities rather than being concerned with the complete operation.

If we were to hire a professional person or persons to put on the convention each year I'm afraid what now is the cheapest part of the convention, the registration fee, would no longer be as reasonable as it is. (See Sept. 1977 BULLETIN, Whit's Whimsey.) Where do you think the salaries would come from for these professional people? Out of the registration fees of course. Or would you expect the total NMRA membership to foot the bill for the 10 to 15% of the members that attend each year? If anyone should complain about the money spent for the registration fee, it should be me. I didn't get to any of the clinics or tours, but don't get me wrong, I'm not complaining. You learn to expect these things when giving your time to NMRA.

One last point the writer of the editorial makes that it is expecting too much for a group of modelers to give their spare time at no renumeration to run a convention. Perhaps he has not been aware that of any profits (and each of the last several conventions did make a good profit) one third goes to NMRA and the other 2/3rds back to the host group. From 1978 on the split will be 50/50. In my opinion the Denver group did a marvelous job of which we can all be proud. They had their share of problems and overcame them just as well as if we had hired a professional group to run our conventions.

## 1978 April



MMR NO. 73, JOHN C. SLATER

**The newest MMR announced: John C. Slater, MMR #73**

**Plan to attend  
WOLVERINE EXPRESS '78**

**July 31 - August 6**

**1978 May**

## **Headquarters Site Selection Committee**

Appointed to the chairmanship of the NMRA headquarters site selection committee is Chuck Hitchcock, who is presently serving as Plains Area Vice President and is a candidate for Executive Vice President.

This committee will have the responsibility of investigating what would be an ideal type of location for our NMRA headquarters building. What the committee will start with is various areas that fit the qualifications of what we need to have for our office area. Things such as moderate climate, transportation, suitable building sites and, perhaps, a re-

lated railroad interest. The Train Collectors of America have built their home office near the Strasburg railroad museum. Once Chuck and his committee has narrowed down the numerous areas, then they can locate several sites of around one acre in size and make their report to the Board of Trustees. A few years ago, before we had our IRS tax exemption, Chuck had worked on the previous committee and is well familiar with what our needs will be. Since this selection will be the future home of NMRA for many years, the selection will be a very important step, of which Chuck Hitchcock is well qualified to handle. . . . Eric Bracher, MMR, President



MMR NO. 74, FRANK R. DUBERY

**Master Model Railroader #74, Frank DuBerry announced 05/1978**

**1978 The Board of Trustees decided to eliminate the NMRA Directory because of the printing and distribution costs. Late in the year they announced a building fund drive to raise money for an NMRA Headquarters building. Later, Chattanooga was announced as the location.**



## 1978 June NMRA President Eric Bracher column below

While attending the 1978 mid-year Board of Trustees meeting in Indianapolis I arrived a day early to spend some time at the home office to see how our day-to-day operation was going. With several of the officers there Midge promptly put all of us to work. The job Midge gave me was to open the mail that had arrived during the week. Even with the electric letter opener that turned out to be quite a job. In the stack of each day's mail were donations to the building fund, renewals, new member applications and letters of inquiry about various subjects. After opening each envelope Midge had me sort them into various piles depending on what they pertained to. Several of the renewals were from members outside of the United States and had enclosed a check for their dues, but made out in their home currency rather than U.S. funds. This poses a problem in that the NMRA has to pay the exchange rate and we don't quite get the full ten dollars for a year's membership. This was true for donations to the building fund as checks made out in something other than U.S. funds were shy a small amount. One other problem this creates is that the bank will not credit our account on the date of deposit but holds the check until the rate of exchange is determined and then that amount is credited to our account. So if Midge deposits a Canadian check for \$10.00 she later finds out the bank has given us credit for \$9.70 and now the ledger book is short by 30 cents. So please, when remitting any money, please make it in U.S. currency.

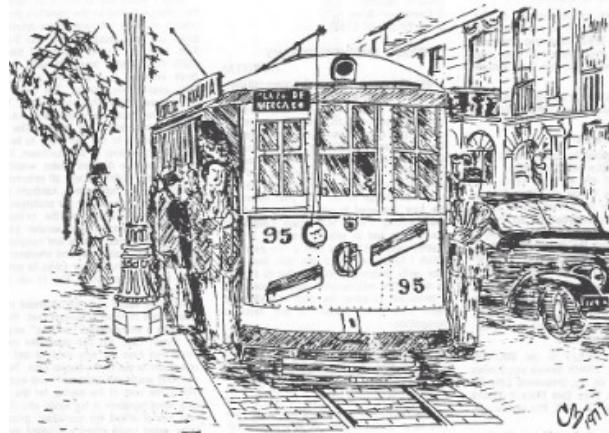
I noted that there was quite a pile of letters pertaining to matters not related to the home office operation. Members write in asking questions how to model scenery or the names and addresses of clubs. Midge does her best to try and answer each and every one of these letters but until we have a full time staff at a NMRA-

owned building her time is limited and her answer may not contain the information you wanted. Many letters are related to committee functions such as tape/slide clinics or the achievement program. These inquiries should be sent directly to the departments responsible and not the home office. Your cooperation in these inquiries in directing them to the proper address is greatly appreciated. Seems like someone had written an article in a recent issue of *Boys Life* and mentioned that the NMRA had information available on building scenery and you wouldn't believe the number of letters the home office has received asking for this information. Of course this was a great opportunity to include a membership application with the reply.

Another letter received was from a member in Japan who had ordered merchandise from an east coast mail order firm and had received his first two orders but not the third. He had written them several times asking about his \$300 order even enclosing a stamped envelope for a reply but had heard nothing for six months. He was writing asking what I could do. In this case nothing could be done for him by NMRA other than to advise him of the fact. No, I am not going to give out the name of this famous non-shipper even if you do send me a letter asking who it is.

Many of the region trustees had the opportunity to spend some time viewing the office procedures and had a close look at the operations and how your renewals and new membership applications are processed. With this new gained knowledge they perhaps can answer some of your questions relating to the home office.

Our HO standards gauge tooling is now ready to go and by the time you read this we should have a supply of these gauges again. But before you order wait for an announcement in the **BULLETIN** for availability and price.



**1978 July**

**ESTIMATES OF BUILDING COSTS FOR  
NATIONAL HEADQUARTERS BUILDING  
TO HOUSE  
NATIONAL MODEL RAILROAD ASSOCIATION  
24 January 1978**

Estimates for a building with 4,000 sq. ft. on 2 levels, Basement and Main Floor (8,000 sq. ft. total).

Land Cost .....	\$ 30,000.00
BUILDING COST:	
First Floor, 4,000 sq. ft. at \$42.00/sq. ft. ....	168,000.00
Basement, 4,000 sq. ft. at \$24.00/sq. ft. ....	96,000.00
Sitework (Drives, Parking, Sod, Trees, Walks) ....	12,000.00
Architects (about 7 1/4 %) ....	20,000.00
Legal .....	5,000.00
Soil Testing (3 holes) .....	1,000.00
Moving Expenses .....	3,500.00
Furniture .....	30,000.00
Carpet and Drapes .....	10,000.00
TOTAL .....	<u>\$375,500.00</u>
Contingency — 5% .....	18,775.00
TOTAL 8,000 SQ. FT. BUILDING .....	<u><u>\$394,275.00</u></u>

If 10,000 sq. ft. were built with 5,000 sq. ft. each level:	
Add to the above .....	\$ 70,500.00
TOTAL 10,000 SQ. FT. BUILDING .....	<u><u>\$464,775.00</u></u>

**GET YOUR FRIENDS TO HELP  
PUT OUR BUILDING FUND  
DRIVE OVER THE TOP!  
... YOU TOO!**



NOW THERE'S A CAR I BET LIONEL DOESN'T SELL

**W. Allen McClelland announced as MMR #76 in July of 1978**

**1978 September**

## **OFFICIAL ELECTION RESULTS**

PRESIDENT	A. CRAIG BROWN R. H. HUEBENTHAL	1989 1407
EXECUTIVE VICE PRESIDENT	PAUL SHIMADA CHUCK HITCHCOCK DAVID E. RENARD	1241 1083 847
EASTERN VICE PRESIDENT	JOHN DORSAM	836
CENTRAL VICE PRESIDENT	JIM WILLIAMS JOHNNIE C. REID	389 303
PLAINS VICE PRESIDENT	JACK RICE HILT FRIESEN	279 135
SOUTHERN VICE PRESIDENT	STAN PARKER JOHN BENNETT	210 131
WESTERN VICE PRESIDENT	BOB DUPONT DUANE DAMGAARD A. LEN FIRTH	439 205 176

CONSTITUTIONAL CHANGE—Article I, Section 2, Paragraph A ..... YES 3109 NO 115

**1978 September**



MMR NO. 75, BLAIR FOULDS

**Master Model Railroader #75 Blair Foulds announced**

IF YOUR FRIENDS WON'T JOIN NMRA  
... TRY YOUR ENEMIES

THUMBS..

A cartoon by Al Moore. It shows a man with glasses and a mustache, wearing a shirt and tie, sitting at a desk with a train model in front of him. He is holding a telephone receiver to his ear. A speech bubble from the train says "AND NOW THE #1 SONG ON THE CHARTS...". Below the train, another speech bubble says "AH.. MR. MALLORY.. I TRIED HOOKING A TRANSISTOR THROTTLE TO MY SOUND SYSTEM AS YOU SUGGESTED..". The artist's signature "Al Moore" is at the bottom right of the drawing.

**1978 October**

## **President Eric Bracher's Awards At Wolverine Express**

**PHIL HEDENE** for authorship of the Traction Lines column in the **BULLETIN** for over 10 years. Plus has helped on the **BULLETIN** staff on related material.

**BILL KEE** for creating the IMAGINEERING articles in the **BULLETIN** for the last 10 years.

**BOYCE MARTIN** for authoring numerous articles printed in the **BULLETIN** on historically significant prototype short line information.

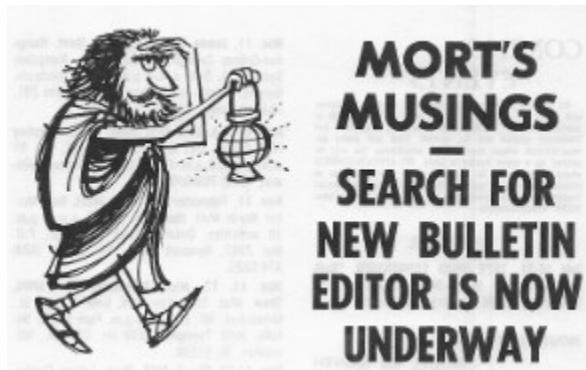
**PAUL F. MOON, MMR** for providing drawings of stations and railroad oriented structures including out-houses.

**LARRY LAUER** for many years of successful direction of our Service Department and its constant upgrading of special service to our membership.

**GEORGE MELLINGER** for many years of successful leadership of our Achievement Program.

**KEN MORTIMER** for over 10 years' service as Publication Chairman and Engineering's new Standards Development Committee.

**1978 November**



**Whit Towers, after a long career as Editor, is stepping down.**

## 1978 November A Permanent Home for the NMRA by President Craig Brown

Everyone will agree that NMRA requires a location from which business of the association may be conducted. At the present time this "Home Office" is a rental property in Indianapolis, Indiana.

In the earlier days of the association, the job of managing the office of NMRA was passed around every few years and the home of NMRA was in the garage or basement of whom-ever happened to be doing the job at the moment. Some-time in the late nineteen forties, shortly after I joined NMRA, a member was found who would take on the job of office manager on a more permanent basis. For the next nearly thirty years the home of NMRA was in the basement of Bob Bast in Canton, Ohio and it seemed to me that during the last few years of Bob's service his basement walls could be seen to bulge a little.

With Bob's retirement and move to a mobile home (if you see a mobile home with a trolley pole, it's probably Bob!), NMRA was again on the lookout for a new home and a new face to handle the business. Finding an individual who could and would do the job and who also had a base-ment of adequate size available was too much to hope for and the decision was made to find the two separately and bring them together. This was done and we have our pres-ent location in Indianapolis with Midge Reber handling the chores.

All this change brought to a serious discussion stage a subject that had been talked about for some years—a home of our own for NMRA headquarters. Since we were at that time applying for eleemosynary status with the Internal Revenue Service, it was decided to wait until our application was acted upon, since this status would allow donors to deduct donations from their taxes. The application was accepted and one year ago this month the fliers were mailed to all NMRA members announcing the start of our building fund drive. During the year the drive has been under way, more than twenty-two hundred members have contributed over sixty-six thousand dollars to the fund. This is about eight percent of the membership who have contributed with an average of thirty dollars per donation. Some of the dona-tions have come from organizations that are interested in and believe in NMRA. If you will refer to the BULLETINS for the last year you will see their names listed; their dona-tions have been substantial. I think of them as icing on the cake, but we cannot sit back and expect to have the pan filled with icing. You and I must get busy and fill it with cake on which to put the icing. These larger donors can be the ones who put us over the top, but we must do our share.

I suspect there are other large donations out there waiting to see if the NMRA membership is interested and believes in itself. We need the other ninety-two percent of the mem-bership to join in and help complete the building fund drive.

As I write this, just prior to the convention at Dearborn, I am aware that the August issue of the BULLETIN will con-tain the first report of the Site Selection Committee stating the criteria they selected regarding the permanent home for NMRA. This report will be discussed by your Executive Council and Board of Trustees during the meeting at the convention, and more than likely, some additions and dele-tions will be made. Once the criteria have been established, the actual search for a location can begin. If our building fund has not reached its goal, it will be a serious handicap to finding the site. It has been decided, and I think you will agree, wisely, that we will not go into debt to obtain our head-quarters. Should an existing building be available and found suitable for our needs, we would not be able to act if our fund is not complete.

Under the terms of our present charter and the terms by which NMRA obtained the eleemosynary status, we are com-mitted to developing a library and a museum. We are al-ready cramped for space in our present location and will have to obtain more space to bring a library and museum into being. Now is the time to find a permanent location with adequate space for the present and room for expansion in the future. Some of our services to our members, which at present are conducted from a volunteer's home, are be-ginning to get too big for this type operation. The "Tape Slide Clinic" program, with continued growth in the number of clinics and increase in use of the clinics, is an example of one of our services which will require more space and work than we can reasonably expect a volunteer to provide.

A recent newspaper article about a large charitable orga-nization stated that the bulk of their donations were of the eight to ten dollar kind. NMRA's building fund is in this same position; the major share of our donations will be in this same range. If each member were to contribute ten dol-lars, the building fund would be a success, but the need for donations is NOW. Building costs have gone up ten percent in the past three months and this is sure to be reflected in the cost of existing buildings. So, no matter whether we build or buy, any delay is going to increase costs.

NMRA needs each member to send as much as he or she can, and every member to send something. I've already sent my donation to the NMRA Building Fund, why not take a little time right now and send in yours?

**1978 November**

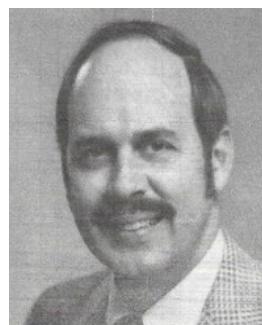


A familiar figure to NMRA members, ex-Prexy Eric Bracher receives his "GOLD AWARD" for his efforts to preserve a bit of vanishing Americana. Jerry Drake looks on.  
... Duane Veach Photo

**1979 February**

**Allen McClelland named as Master Model Railroader #76**

**1979 March Carl A. Traub #77, Ben Bennett #78 are MMRs**



**1979 April Joseph C. Kurilec announced as MMR #79**



## **1979 May**

**An attempt was made that a Member would pay dues only to National, who would then distribute a portion of the money to Regions and Divisions, thereby making life easier for Regional and Divisional Clerks. However, it failed to pass in May of 1979.**

## **1979 July Building Committee FIRST Official Act**

The National Model Railroad Association has its permanent headquarters site assured. This fact is the result of a successful series of meetings which took place March 29 and 30 in Chattanooga, TN.

Members of the recently-appointed NMRA Building Committee, accompanied by NMRA President Craig Brown and Joe Bothman, met with officials of the Tennessee Valley Railroad Museum (TVRM) whose property adjoins the headquarters site.

The Committee is chaired by Larry Lauer and includes Earl Talbot (attorney), Ken Mortimer (engineering), Gene Hickey, MMR (fund raising) and Barry Snyder (publicity). Joe Bothman was appointed architect for the project during the meetings in Chattanooga.

The TVRM, owner of a 15-acre tract at the eastern end of its rail line, made the presentation of a portion of this property—approximately one acre—during the final site selection at the winter BOT meeting. The railroad operates regular passenger schedules during the summer and fall and also hosts special excursions over Southern Railway trackage through Chattanooga. It is currently building a railroad depot on its museum location at the western terminus of its line.

The intensive two days of meetings proceeded without a hitch. Progress was remarkable in that this was the initial

meeting of committee members. It also marked the first time that these officials met with TVRM brass.

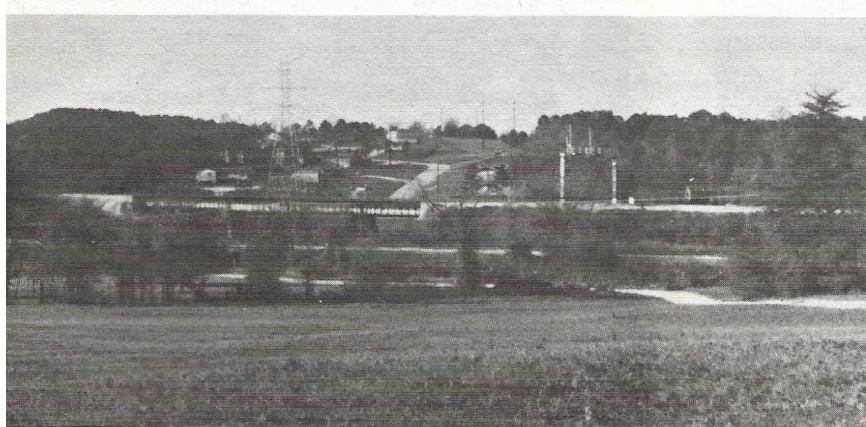
For example, decisions concerning the actual property, building placement, access and vehicle parking were finalized. Building design was discussed, with the result that all present agreed that it should have a railroad-oriented motif. Purpose of the headquarters, as expressed by Craig Brown, will be administrative; that is, keeping NMRA membership data, handling requests for materials and related functions of management currently being performed at Indianapolis.

The site agreed upon has good potential for expansion of the headquarters function as determined by future growth and membership needs.

Location is in the middle of Chattanooga's easterly expansion. The site is just a few miles west of the Chattanooga municipal airport. It is easily reached by new multi-lane highway. Within two miles of the site is a new community of homes and complete shopping center located near the interchange of two major highways. Chattanooga itself is practically on Interstate 75. The region is an important part of the South's manufacturing economy.

. . . Barry Snyder

## 1779 July Building Committee FIRST Official Act Cont.

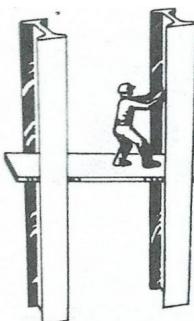


These two views show (upper) the Headquarters site with Cromwell Road at the extreme left. House now on site will be removed. Lower view pictures Tennessee Valley Railroad Museum's 15-acre tract, with Southern Railway mainline in background. In foreground, the back of the Headquarters property overlooks Museum's site for its new eastern terminus.

1979



**1979 July**



JULY 1979  
**HEADQUARTERS**  
**COLUMN**

## **NOW IT'S UP TO YOU**

by Barry Snyder

The National Headquarters Express is cleared and rolling—marking one of the most significant steps forward since the founding of the National Model Railroad Association.

A hobby organization with its own headquarters . . . an event made possible through the contributions of members and associates. Yes, the goals have been set—now, it's up to you.

It's time to get out the ever-faithful checkbook and pen the note that will make your headquarters a reality—sooner.

Your contributions to the NMRA Building Fund are necessary to its success. All of us . . . officials . . . poms . . . railfans . . . railroaders . . . allied organizations interested in the goals of solidarity and fellowship for this biggest and best of all hobbies—all have a stake in its success.

This approach is characteristic of NMRA growth and progress over the years. A goal has been visualized . . . action has been taken . . . and we are underway towards its realization. No waiting for some distant day when funds may be available (inflationary pressures aside) . . . no endless planning sessions. It's time now for all of us to make the commitment in support of the hobby and organization.

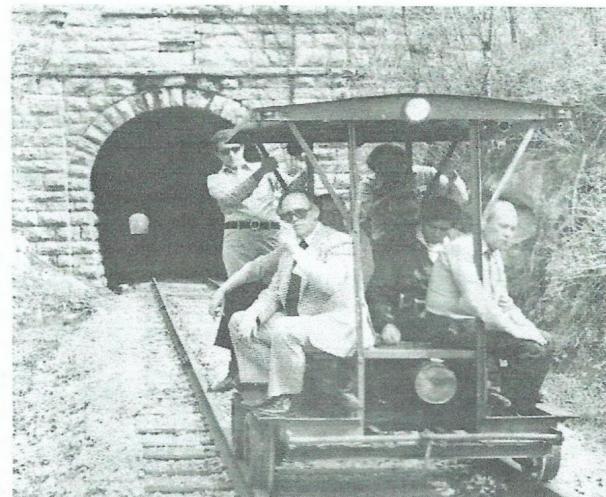
Those of you who attend the Calgary Convention this summer may be among the first to see the realization of this goal. Discussions at Chattanooga last March ended with the intention of having the architect's rendition (drawing) of the headquarters on display. From this will come the elevations and working drawings necessary for construction.

Also, at Calgary, a Headquarters Information Desk is planned. Copies of a Headquarters Express Fact Sheet, containing short news items of information on progress of the project, points of interest about the Chattanooga area and some details about the Tennessee Valley Railroad Museum will be available. Be sure to stop by for a copy . . . ask questions of those who are on the desk . . . and pick up a Building Fund Contributions coupon.

In future issues, this column will cover other advantages of the national headquarters, plus details and points of interest about the location and reports on the building's progress.



**Building Committee and TVRM officials huddle over site plans during the initial visit to our new Headquarters home. Larry Lauer (left) and Joe Bothman are discussing locations plans, while NMRA President Craig Brown looks on.**



**Here's the advance car for the NMRA Headquarters Express. The TVRM's track speeder met the group at end of track and returned them to the Museum site. In background is historic Missionary Ridge and the original line's tunnel, built in 1856.**

**1979 August**



## The Engineer's Side Of The Cab

by Craig Brown

# WHITNEY K. TOWERS

I don't think there is an NMRA member who is not aware that this issue of the **BULLETIN** is the last one which will carry Whit Towers' name as Editor. His stewardship of the **BULLETIN** started with the September, 1969, issue and has covered ten years. Ten years that has seen the **BULLETIN** grow from a small—that September, 1969, issue was only twenty-eight pages—but interesting publication to better than twice the size—usually sixty-four pages, but some have been eighty when the budget would allow—magazine that we all look forward to receiving each month.

During that same time period, the membership of NMRA has nearly doubled, and while I wouldn't try to give Whit all the credit for the growth of NMRA, he does deserve a large share of it.

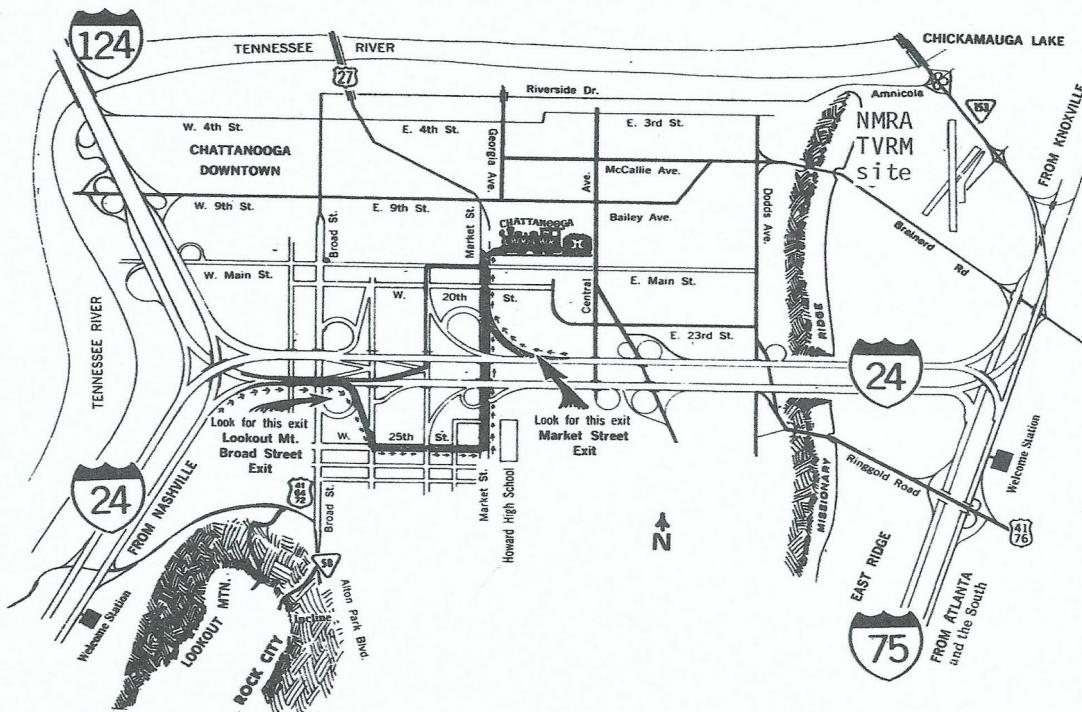
Serving as Editor has not been Whit's only contribution to NMRA. He has held the office of President, Executive Vice President, Western Vice President and Region President and Trustee for the Pacific Coast Region. Whit has also served as Chairman of the Glossary Committee, Periodical Index Committee, Engineering's Coupler, Wheel Contour, Gage and STANDARD'S Simplification Committees, Nominating Committee and the Conformance-Inspection

Committee. Prior to his being appointed Editor of the **BULLETIN** he was a contributor to the **BULLETIN** with numerous articles.

Now with all this service for NMRA you would expect that Whit has not had much time to do any modeling and that probably he was an arm-chair modeler. Such is not the case; his Alturas and Lone Pine Railroad has been featured in the commercial press and the **BULLETIN** on many occasions along with articles that Whit has written. There is even a T/S Clinic movie on the ALP available from the Service Department's Clinic Program.

I know I have not touched on all the offices Whit has held or the contributions to NMRA he has made, such as the Christmas he spent proofreading the Directory prior to its publication, only the ones about which I know.

As President, I would like to thank Whit on behalf of all NMRA members for all his contributions to NMRA and the hobby of model railroading and wish him the best of everything as he gets back to a more leisurely pace with more time to spend on the ALP. I am sure that Whit will continue to assist NMRA whenever he can, in fact, I happen to know that he is working on a project—that should culminate in an article for the **BULLETIN**. NO, it's not a hiffy!



Map of Chattanooga and surrounding area shows proximity of Headquarters location (upper right) to city and airport. Three interstate routes meet here.

## **NMRA Headquarters Is Located In A Major Growth Area**

Chattanooga is situated within a day's travel of about half the population of the country. It is an easily accessible location for the NMRA headquarters. The site itself is in the middle of an expanding population area.

The headquarters property is less than a 15-minute drive from the municipal airport (see map with this article). Surrounding the site are several communities of homes, businesses and shopping centers. These are also within a short

drive. Interstates 75, 24 and 59 converge at Chattanooga. Four airlines and two rail routes serve the city.

Downtown Chattanooga is only 10 miles from the headquarters' Cromwell Road location. The area, including the newer communities and airport, is separated from the city by 1,100-foot high Missionary Ridge. This wooded spine of land runs south from Chattanooga in a long unbroken line. It is pierced by several roadways and by the mainline of the Tennessee Valley Railroad Museum.

Across the valley and dominating the whole area, is Lookout Mountain. This 3,200 foot-high headland was the scene of the South's last major victory of the Civil War. Today, the top is a national monument.

Modern Chattanooga draws some 10 million visitors each year. It offers a wide variety of attractions: sightseeing, historic preservations, recreation, sports—including fine beaches on Chickamauga Lake, camping and golf. The Tennessee River and a number of lakes—plus Great Smokey Mountains National Park to the east—offer many opportunities for fun and relaxation.

The city has long been an important link in the Tennessee Valley Authority's chain of operations. This employer of more than 17,000 people throughout the region also helps justify the city's choice as the NMRA headquarters location. The growth and progress which has characterized the hobby and its Association seems to be very well characterized by its new home in Chattanooga.

... Barry Snyder



Civil War cannons are today silent symbols of the city's heritage and mark its progress as an important center in the South's economy.

1979 December

# OUR HEADQUARTERS SITE

## HISTORIC GROUND?

Looking ahead to the day we break ground for the new headquarters conjurs up some visions of the region's past history.

Our immediate neighbor is the Tennessee Valley Railroad & Museum. The TVRM is designated as an official museum by the State; a distinction made more complete by the trackage on which the railroad operates.

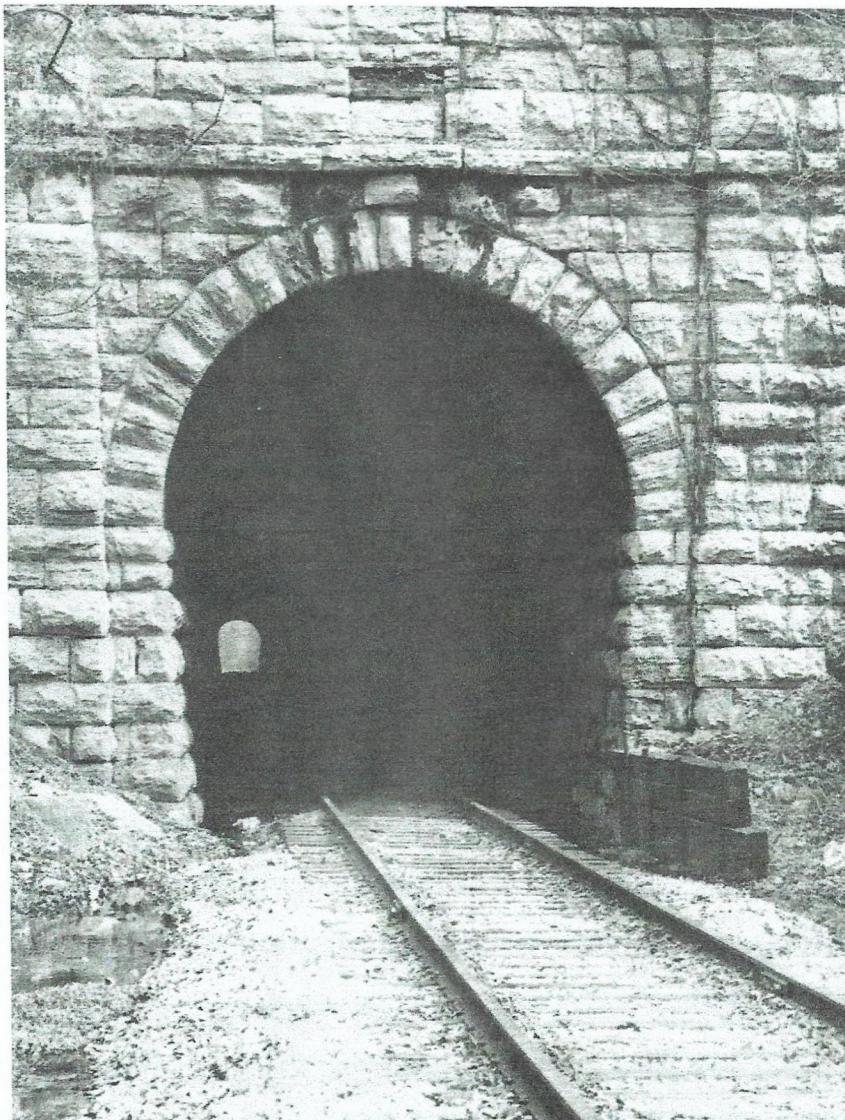
This line is a portion of the old Chattanooga, Harrison, Georgetown and Charleston RR (identified on Civil War maps as the Memphis & Charleston), which built through Missionary Ridge in 1854-56. During at least one battle around Chattanooga, the tunnel was used by Southern troops to outflank a Federal force.

The tunnel is now also an official historic landmark, and serves the TVRM as one of its main attractions. Missionary Ridge, Lookout Mtn., Chickamauga, are today shrines for thousands of visitors and historians annually, but in their day were dark places of battle for opposing Union and Confederate forces.

The Battle for Lookout Mountain, which dominates the area, was a victory for the South—reportedly the last important victory for Lee's forces after Gettysburg.

To the Civil War buffs among us, the area immediately surrounding the headquarters may be "hallowed ground." That hill beyond could have given a Rebel battery command of the area . . . a nearby valley may once have sheltered a Union encampment . . . some long-forgotten officer may have led a cavalry charge on this very spot! Speculation, of course, but interesting.

So, too, in good-natured "skirmishes" are our present-day "forces"—scores of modelers who, on the one side, portray the most progressive rail transportation. On the other side are those who, for nostalgic or historic reasons, model the by-gone eras of railroading. And both



West portal of Missionary Ridge tunnel on TVRM right-of-way. Tunnel was used by Rebel forces to gain advantage over Federal troops, and railroad was important Southern supply route.

are soon to be represented by a headquarters that captures the look of "traditional" depots across the country.

Fitting that it is set down in the midst of one of America's most historically

significant regions. The history of Chattanooga can even be said to parallel our Association's own representation, unity and progress.

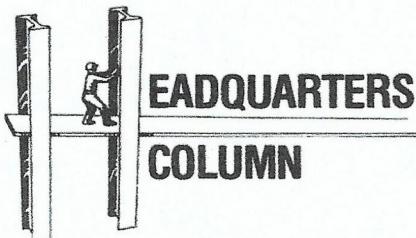
... Barry Snyder

DECEMBER 1979

7

**The 1970s saw 49 Members earn their MMRs. There were a total of 79 MMRs by the end of the 1070s.**

**1980 January**



## 1980: BANNER YEAR FOR THE NMRA

by Barry Snyder

This year is a very special one for the Association. First, it marks the 45th Anniversary of the NMRA. Its accomplishments over that span of time are many—and too numerous to dwell upon here at any length. Among the more notable are: The NMRA conformance standards for manufacturers; the vast wealth of prototype data available to members; independently-run national conventions; its constitution and by-laws; the **BULLETIN**, largest independent publication of its type; the continuing growth pattern of membership—and certainly the contributions of its members, in many diverse areas of knowledge and talent.

Nineteen eighty will also see the start of construction on the Headquarters building in Chattanooga. Fitting tribute to the founders' hopes and plans—and of those who have followed—for a dynamic, permanent organization!

The timetable necessary to bring this momentous event to completion reads as follows. The BOT and the Executive Council last July approved Building Committee plans and authorized them to enter into contracts for site development and building construction. Terms of the agreement between the NMRA and the Tennessee Valley Railroad Museum's land offer are being finalized.

Certain members of the Committee attended a meeting of TVRM officials last fall in Chattanooga. Purpose: final review of site and construction planning.

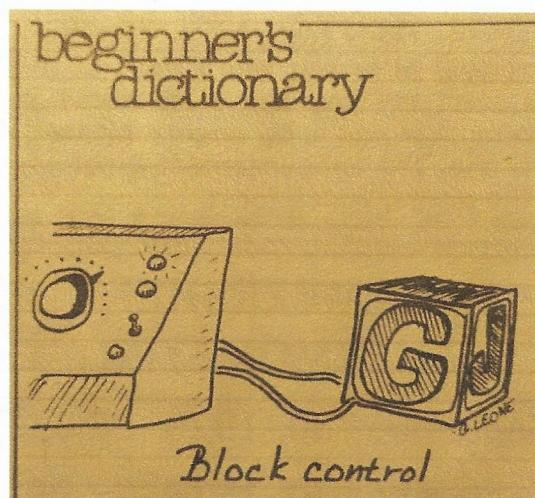
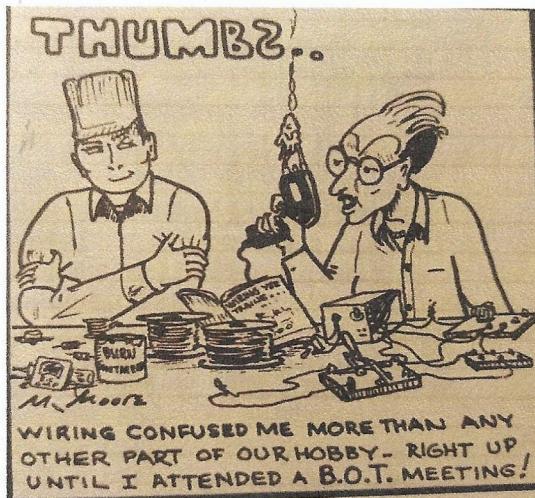
The architect's construction drawings are underway. It is further planned to present these drawings for approval at the scheduled March Board of Trustees meeting.

Actual construction, which first means clearing and grading the site, foundation and utilities installation, may start this summer.

The very important fund raising campaign is moving ahead, and contacts are being made with targeted industrial concerns. For example, several of the country's major railroads have been approached for donations, along with a number of hobby suppliers. Indications are favorable.

SUPPORT YOUR  
NMRA HEADQUARTERS DRIVE

**NMRA BULLETIN**



**1980 February**



This is a special story just for the little boy (and/or girl) living inside every model railroader.

Perhaps you've heard the story of the Pee Little Thrigs. Well, this one's about the Tree Little Thraains. Ya see, these tree little thraains parked in a houndrouse in Orlando. They wank their drater and cood their choal like load gittle engines.

One day a ferocious Keaboard Soast-line wolfe (an SD 40 in disguise) chased the tree little thraains into their hound-

18

## *45th Anniversary* **Convention**

rouse where they docked the loor and cuddled in the horner with fear.

"Dopen the or and let me in" wrowled the groife.

"Not by the soot of our cabby cab cabs," said the tree little thraains.

"Then I'll huff and I'll puff and call the work train to dismantle hour houndrouse," tooted the wolfe.

Now huffing and puffing is damned hard for a diesel. Soon the tree little thraains knew itwarnt no wolfe atall, but only donesome liesel.

Well, sir, the four of 'em clormed a fub, liit a bayout and invited all the stiesels and deam engines in the country to come see it. How sad they were when only a handful of plintates and choo choos (ugh) showed up to see their miniature mord.

After tedding a few shears, the four trittle laines joined couplers and pe-

titioned Daddy NMRA to mold a heeting in Orlando. They promised to tell sickets and mare the shoney with Daddy NMRA. Having heard the wagic mord, Daddy NMRA gave his blessing and said, "Those trains not reporting to Orlando in 1980 shall forever be banished to a biffie."

And so it is that from August 11 through 16, 1980, there will be a great festivity, much story swapping and train looking in Orlando, Florida. It shall be known as the 1980 NMRA National Convention.

And you can write to:  
Sunshine Special  
P.O. Box 695  
Orlando, Florida 32802

And the four trittle laines will send you the oppo (that's poop spelled inside out) on how to sign up and live happily ever after.

NMRA BULLETIN

## **1980 March Technical Department**

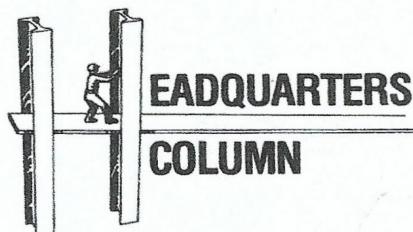
**The Technical Department, or as it is sometimes referred to: "Engineering" is the reason for the existence of the NMRA! It was the desire to have standards which would allow interchange of equipment from different manufacturers , and individuals, which prompted these pioneer model railroaders to organize the NMRA back in 1935.**

**As you can see, careful thought is given to any proposed publication by the Technical Department before it is adopted. This care has given the NMRA a set of Standards which have stood the test of time pretty well, and they have been referenced by the United States Bureau of Standards.**

## 1980 March Technical Department continued...

**While this Department is not in the limelight often, the Members of the Technical Department are out there working for us and deserve our thanks.**

### 1980 March



#### HEADQUARTERS EXPRESS— ALL ABOARD

by Barry Snyder

The NMRA's exciting special announcement of the Headquarters Express train offer should now be in the hands of all members. If you have not yet received yours, contact Midge pronto. Deadline for orders is March 31, 1980.

The Headquarters Express will be an exclusive addition to every modeler's and rail buff's collection of railroadiana—model and prototype. A strictly limited edition, the color scheme and distinctive lettering will not be available through any other source. It should, therefore, increase in value as a collector's item.

Production of the sets will be limited to those orders received up to March 31, 1980. YOU STILL HAVE TIME TO ORDER YOUR TRAIN, if you have not already

done so.

Remember, one-third of the total goes to the NMRA Building Fund, and is (U.S.) tax-deductible. Canadian members will pay no extra duty on sets they order.

The Building Fund contribution portion of the train's cost makes the set a bargain. A heavy Pacific and 5-car train with interiors now reportedly retails for much more—and without the distinctive color scheme and NMRA identification. The complete Headquarters Express "package" also includes a commemorating brass plate and certificate of authenticity. Each set carries a registration number.

#### PROGRESS REPORT

The Association's first venture into full-scale promotion of the new Headquarters—last fall's colorful brochure—produced outstanding response. As of the end of December, more than \$26,685 in contributions were reported by Midge. This represents donations from 829 members, 473 of whom requested reprints. Orders for the full color reproduction of the building sketch continue to come in, as the brochure gains more membership backing for the Headquarters campaign. GET ON THE HEADQUARTERS EXPRESS —SUPPORT YOUR NMRA



**1980 June**



## The Engineer's Side Of The Cab

By Craig Brown

### EC & BOT ACTION AT MID-YEAR MEETING

I would like to bring to your attention some of the decisions made by your Executive Council and Board of Trustees at the mid-year meeting held in Chattanooga, Tenn.

The first item is a result of the retirement of our Secretary of many years, Jack Weir, which left us with a need for a new Secretary. The Executive Council appointed William T. "Bill" Becker, who has been serving as assistant to Jack, as the new Secretary. The Board of Trustees approved the appointment unanimously. Bill has most recently been serving NMRA as Assistant Chairman of the Promotion Department. Bill is well qualified for the position of Secretary and should do a fine job for NMRA.

A second action of the EC & BOT was to approve the recommendation of the Publication Chairman regarding the printing of a membership roster. If the dues increase passes, each member will receive the roster. If the increase does not pass the roster will be available for purchase by the members.

The roster, as planned at this time, will contain an alphabetical and a geographical listing and no other material. It would be printed on a lightweight paper with a cover of a heavier stock. If you do NOT want to be listed in the roster, write to Secretary Bill Becker and ask that your name be removed from any printed roster.

The third thing I want to mention is the creation of a committee within the Technical Department to investigate the possibility of producing standards gauges for the scales other than HO. At present this committee consists of the Chairman, A. Ballard Bradley, who has indicated he would appreciate any information on potential manufacturing sources. Brad is presently serving as HO Standards Chairman and is listed in the January 1980 Special Issue of the **BULLETIN** under number 621. This does not mean that NMRA will have gauges available for other than HO but it is a possibility that new techniques in production may place the cost within reason. Certainly it is worth investigating.

The final action to come out of the mid-year meeting that warrants a mention is the passage of the following motion: "The NMRA shall proceed with the construction of its national headquarters building at its site in Chattanooga and let such contracts as are needed to complete such construction within a budget of \$400,000.

Further, the NMRA shall borrow, from time to time, at such rates of interest and on such terms as are then prevailing, as much as \$150,000 as such is required for the completion of the headquarters building using the assets of the NMRA as collateral for such purposes.

The President, attested by the Secretary, shall execute such agreements, contracts, notes, security agreements, pledges and other documents necessary or appropriate, on such terms and conditions as he deems best to carry out the intents and purposes of this resolution."

This action was not taken before much discussion and many questions to both the Building Committee Chairman and the Legal Committee Chairman. When it was passed by the Board of Trustees, it was unanimous. At the present time we have gotten close to forty percent of what we need to build the building, with contributions from less than ten percent of the membership. Why don't the rest of you join with us and we will meet the goal in no time and the need to borrow will never materialize. Think how great it will be after the building is completed to be able to say that you helped, that some of the bricks, mortar, wire, pipe, wood, nails were paid for by you. I am going to issue a challenge to the ninety percent who have not yet sent in their donation, to finish the job that has been started so well by the ten percent.

## 1980 August Our First Bulletin Announced MMR of the 1980s



MMR NO. 80, AL TURNER JR.

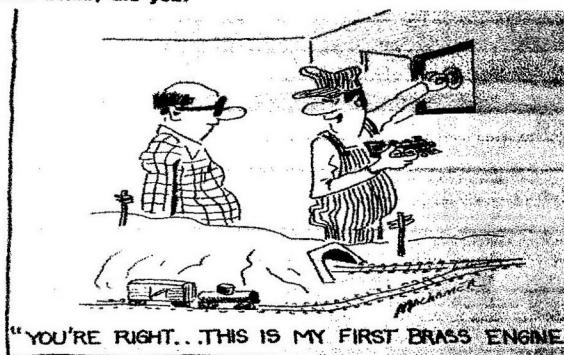
### TROTT REDISCOVERED



I didn't understand his explanation about brass kits and the value of the American dollar, did you?

NMRA BULLETIN

Collection of  
BOB KITLEY



by Tom Madden

Albert E (Al) Turner Jr., of Lakewood, Colorado is Master Model Railroader #80. Al earned his award with Achievement Certificates for Structures, Motive Power, Cars, Chief Dispatcher, Association Official, Association Volunteer, and Author. Al is married, the father of three daughters, and is an expectant grandfather for the fourth time.

Al's introduction to model railroading came back in about 1928 when he received an Ives train set for Christmas. It didn't become his hobby, however, until about 1946. Like almost everyone else who started back then, Al acquired a Varney Little Joe switcher. It's still on the roster of Al's Furnace Creek and Colorado, albeit changed considerably with a superstructure scratchbuilt from tin can stock. (That was before Al knew you were supposed to use brass!)

At about the same time, Al started a somewhat related hobby: circus modeling. Al's "Turner Bros. Circus" started out to be just a loaded circus train, but it kept growing and is now a virtually complete circus set-up, loaded with animation. National Convention attendees will remember it from Rocky Rails '77 in Denver and Calgary in 1979. It has been displayed at almost every Rocky Mountain Region Convention and Division Meet for the past five years, and

was featured in the October 1976 issue of Model Railroader.

Al first joined the NMRA back in 1948 in Ogden, Utah. He was instrumental in starting the Ogden Model Railroad Club, and served as its President for several years. He dropped out for a while while he served as Project Photographer during construction of the Glen Canyon Dam. Next came a move to Farmington, New Mexico, where he helped rebuild the Farmington Model Railroad Club layout.

Al moved to Denver in 1966, and it took him a few years to get involved with the NMRA again. But when he did he really got involved! He has served three years as Denver Division Superintendent, was RMR Publication Chairman for a year, and is the Regional Achievement Program Chairman, Region Vice President, and Chairman of the Centennial Rails '84 Committee. In addition to his NMRA activities, Al is the Director of District 12 of the Circus Fans Association and a long-time member of the Circus Model Builders International.

Al still works in HO and is a notorious and addicted scratchbuilder. His prime interest is building motive power and unusual cars. Although not a chronic contestaholic, he has managed to pick up several plaques and ribbons in Regional and Division contests, and a couple of National awards. Al has had articles published in the BULLETIN, Model Railroader, Railroad Model Craftsman, and the RMR Callboard. He has presented clinics at National and Regional conventions, and at many Division Meets and meetings.

Now retired, Al devotes his time to displaying Turner Bros. Circus in shopping malls and at conventions, writing articles on model railroading, and vigorously promoting the Achievement Program in the Region.

# WHY NOT HOLD A NATIONAL NMRA CONVENTION IN YOUR HOME TOWN?

by Stafford Swain

I think everyone who has been in the hobby for a while is aware of the NMRA's Annual National Convention particularly with the hobby magazines' extensive coverage of the prize winning models. Couple this with the post convention stories told by returning delegates at the local hobby shop or club and pretty soon these annual events take on a mystique all their own. Well, it doesn't take too long before you get the bug to attend one yourself and after that its only a short step down the road before the notion pops into your head that it would be a neat idea to host one in your own city.

A number of us got the gleam in our eyes a few years ago and, after following a fairly convoluted, on-again, off-again path, we got serious about it this year and have now bid successfully to hold the convention in Winnipeg, Manitoba, Canada the week of July 18 through 24, 1983. While this does not as yet qualify us as expert convention organizers we are now pretty knowledgeable about the process of bidding for the convention.

No doubt there are a lot of you who have entertained thoughts of a similar bid for your own city and the following paragraphs should give you at least an outline of what is involved. You should be aware though that the NMRA Executive Handbook has certain specific requirements for bidding. You should consult this document (available from your Regional President) and discuss your intentions with the good folks of the NMRA's Convention Department before you go very far.

The first step is to determine when you are eligible to bid. In order to ensure that all areas of the continent will have a chance at the convention, the NMRA has adopted a seven year geographic rotating plan covering all of North America. Thus you normally would only have the chance to bid every seventh year in your area unless by chance there were no bids from the designated area in which case any city may bid. As far as bid lead time is concerned, you currently are required to make your presentation at the convention four years preceding the one you are bidding for, i.e. our group's presentation in the summer of 1979 was for 1983.

Another important consideration is sponsorship, as the sponsoring (host) committee and the NMRA share any convention profits. These conventions traditionally are fairly profitable and they can be a good source of extra revenue.

nue for any rail oriented organization. We certainly hope to raise a reasonable sum for our sponsor, the Thousand Lakes Region of the NMRA.

The next step in our unofficial overview is to arrange for and reserve an adequate meeting/banquet facility. With recent convention attendance in the 2,000 to 3,000 delegate range you pretty well need a large convention center although some ultra large hotel complexes may prove to be adequate. By the way, National's may only be held during specified weeks in the summer months of July and August.

The next step is to send the prescribed letter of invitation plus at least twenty-five bona-fide NMRA member signatures to the NMRA president. Along with this petition you are expected to provide some preliminary material on your convention's meeting and housing facilities. An official of the NMRA Convention Department will then make the necessary arrangements to visit your city to assess the adequacy of the convention facilities.

At this point hopefully you will be permitted to prepare your formal presentation to the Executive Council and Board of Trustees. This basically involves two major things, the first being the preparation of a formal written package of material which covers all aspects of your convention and the second being the actual presentation itself.

Dealing first with the written package, this document should include all the nut and bolt aspects of your convention like your facilities (convention center, hotels, bus transportation) as well as the fun aspects and special features you are planning such as prototype tours, home layout tours etc. You would be well advised here to study past bid packages for there is much to be learned from them in preparing your own. When all this material is put together you must mail it to the voting delegates at least

three weeks prior to the vote. Don't stint on this package because a complete and comprehensive document will garner a lot of support speaking from a competitive viewpoint.

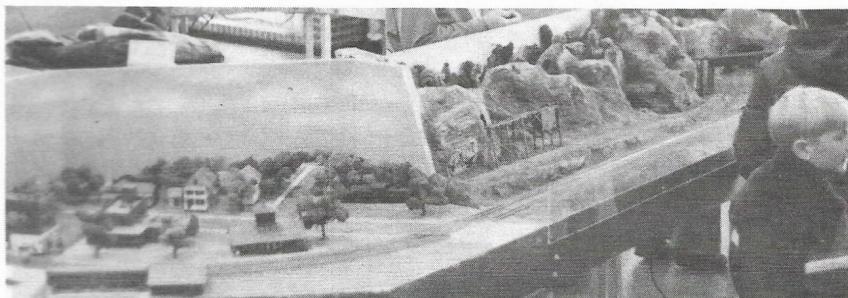
The second major step is your twenty minute presentation to the NMRA Board of Trustees and Executive Council. While you may use any presentation format you wish the trend has been to prepare your own custom-made slide presentation rather than using a canned "Chamber of Commerce" package. While you don't have to prepare professional multi-media presentations it doesn't hurt to use dual projection, dissolve equipment and a skilled narrator to tell your story. The topics you cover are of course at your discretion but it is advisable to reinforce much of the material that was in your written package and to plug any gaps that you may have discovered in the interim.

At the end of your presentation the Board has the prerogative to ask you questions about your bid. Our experience was that they used it, so be prepared to deal with all anticipated questions.

Finally, after all the groups bidding have made their presentations, the Board will decide on their choice by simple majority vote. If you are successful, terrific, you've just taken on a lot of work and the opportunity for a lot of fun.

If you lose don't feel too sad for rest assured that you'll be able to go to a heck of a convention four years hence because the winner must have had a pretty good package to have beaten your own effort.

Well, as you can see, there is a fair bit of work in bidding for a convention but the convention itself will involve a whole lot more. Perhaps if the editor will give me the space three years from now I'll be able to tell you more about that part of it.



Libraries welcome model railroad displays. Here a modular setup is in the final stages of being linked together. Modeler John Paternoster and others are watching a film being shown to entertain early visitors.

. . . photo by Joe Kurilec

1980 October

# Presenting A Model RR Clinic

by Conrad Obregon

You've been called from the extra board to present a clinic at the next model railroad meet. You know that the quality of the clinics presented can make the difference between a successful meet that stirs the participants to try out what they've learned on their own pikes, and a meet that leaves people wondering why they bothered to waste their time. You want to insure that your clinic is a good one. What can you do?

This article will describe some of the steps you can take to make your clinic worthwhile. It won't tell you everything there is to know about clinics, but if you combine what you read with common sense and your memory of clinics (both good and bad) that you've attended, you should be able to present one of the good ones.

Some readers probably feel they already know how to give a clinic and are ready to read something else. They may be right. On the other hand, people are usually picked to give clinics because they're good modelers, not because they're good instructors. If that's the case, a few tips won't hurt. Moreover, there may even be something here for the expert instructor.

The most important thing to keep in mind when presenting a clinic is why you are doing it. You have knowledge or experience, which, when properly conveyed to other modelers, will enable them to enjoy the hobby more.

As you read this article you'll be reminded that it's not a simple task to present a clinic. It requires a lot of preparation and work. This means that you can't wait until the night before to prepare. You must start as soon as you agree to give the clinic.

Make an outline of your presentation. Do it in writing. List each of the main points you want to cover. Then go over each of the points and think about how you will present it. Some possibilities are discussed below. Make notes on your outline indicating how you will make the points. You don't usually have to prepare a script, although you may wish to write out critical, technical or complex ideas.

Rehearse your presentation. Many people try to avoid this step. But rehearsals guarantee success. They show you weaknesses in the clinic, that you can correct before the big day. It will also help you to get your timing down. If you can, get someone to listen to you rehearse, and to play the part of the audience. Let them tell you what they liked and disliked about the clinic. Even if you can't get someone to listen, re-

hearse. Consider doing it in front of a mirror.

Check out the equipment you will use. Make sure you have everything you need: slide projectors, extension cords, blackboard and chalk, easel. If you need to, ask the convention committee for help. Find out where the light switch is.

How should you organize your presentation? An old rule is "tell what you're going to tell—tell it—tell what you told." A good introduction alerts the audience what to listen for. It helps people put your points in context, and gives them a clue as to what to remember. If, in your introduction, you indicate the type of handout you will provide (as will be discussed below) people will be able to pay attention to the substance of the clinic rather than to note taking. A good summary will help to preserve the key points in your audience's mind.

Don't make excuses—make your points. Nothing turns off the audience as quickly as an excuse. Don't say "There really isn't enough time to teach you this." If there isn't, then don't try. On the other hand you can say "this is a broad overview. You can find the details in . . ." Don't apologize for your aids. Make up the right ones in advance.

Let the audience know what the clinic will do for them. If its a car construction clinic, show a completed car. If you're talking about a technique, tell them why it will be useful to them.

Provide useful information. For example, a car clinic should be more than a display of rolling stock. It should tell people how to build a car. Don't bother the audience with details they can figure out themselves. For a car clinic, don't bother to tell the audience to cut parts to 8 foot lengths. Leave this kind of information for your handout. But if you have a technique for handling a particular aspect of construction, let your audience know. Also recognize that the audience may not know some of the things you take for granted. For example, if a car is to be constructed from siding material let the audience know where they can pick up such siding.

Let the audience see what's going on. By its very nature model railroading deals with items that are usually too small to see in a room full of people. Compensate for this with various aids.

A slide show can blow up small details to cover a large screen. If this isn't feasible use charts. A butcher paper pad and an easel will allow you to prepare your artwork in advance. Don't worry if you aren't a great artist. Illustrations can be simple and still convey the important points. Another method is to provide handouts. Then the audience won't have to spend time copying your charts. Still more about handouts later.

Of course one of the best ways to teach a clinic is by hands-on participation. Frequently this isn't feasible because of the costs of materials. If that's the case you may wish to suggest to the program committee that they schedule a follow-on, pre-registered clinic with a fee for materials. As an alternative, a demonstration may work. One way to insure that more people can see what you are doing is to break away from the front of the room. Put your demonstration on a table in the middle of the room and let people circle around you.

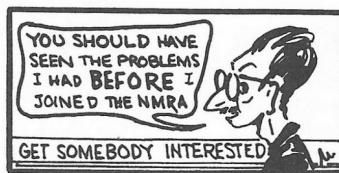
Another technique is to pass items around. However, while this gives people a chance to look at items closely, it may detract from your presentation. Consider allowing a close-up look before or after your presentation.

Encourage people to ask questions. This will tell you when the audience doesn't understand your point. On the other hand, be wary. Don't spend too much time answering questions or you may not finish your clinic. Suggest to the askers of inappropriate questions that you'll be happy to discuss their question after the clinic.

Give your audience references. There is no way that you can expect an audience to grasp everything you present in a clinic. In addition some higher level clinics may be built upon the assumption that the audience already has certain knowledge. To deal with problems like this tell your audience where to find further information. There are a number of publications on the market to which you can refer.

Give your audience a handout. This should not be merely an outline of your subject headings. For a car construction clinic, furnish a plan. List your references. Reproduce important visual aids. In this day and age, where everyone has access to a copier, there's no reason not to provide this kind of material.

In summary then, proper planning and the commitment of time can result in a clinic that will really benefit the audience. Equally as important, it can leave you with a real sense of satisfaction from a job well done.



**1980 October Architect rendering NMRA HQ by Joseph Bothman**

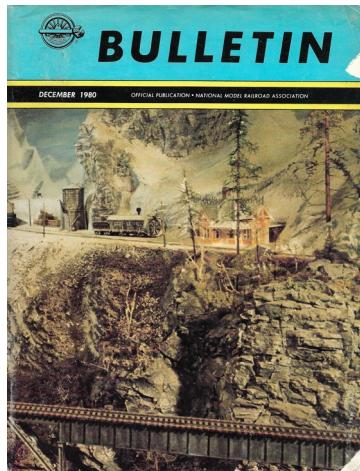


**1980 November**

**It was reported that 1100 people attended the Orlando convention in August. September 1, 1980 marked the 45<sup>th</sup> Anniversary of the NMRA. The Orlando convention It mushroomed into an eight day extravaganza in which members voted to increases the dues from \$10 to \$15 per year.**

**Master Model Railroader #81, Eric Lundberg announced.**

**1980 December FIRST-EVER COLOR COVER BULLETIN**



**Master Model Railroader #82, Ron Williams announced.**

**1981 April**

## **Master Model Railroader #83, Lorell H. Joiner announced.**

## **Master Model Railroader #84, Edward Haydon announced.**

# **A member's tribute to Linn Westcott**

**By R. Thomas Cole**

*Editor's note: On several occasions during my 8 years at Kalmbach Publishing Co. I had the opportunity to work with the late Linn Westcott, past editor and Editor Emeritus of Model Railroader magazine. This short essay, submitted by NMRA member R. Thomas Cole, touches upon many of Linn's unique character traits, and I found it to be a sensitive portrayal of a person that was especially important to the hobby. Linn will be sorely missed by many, and Mr. Cole's words surely summarize the feelings many of us had for this remarkable man.—Mike Schafer*

When I met Linn Westcott, I was lightly into model railroading. My layout was a sheet of plywood; blue paint represented water; green paint was grass and brown paint was the road. Oh, I had some hills too, made of screen wire. Lots of "right out of the box" equipment moved by a bulky power pack with a standard rheostat. Yes sir, one mighty fine railroad.

I first met Linn in a hobby shop (something about buying an HO Primer, I recall). I invited him to see my layout and he accepted. He started talking about the basics of the hobby; some of his ideas I had never heard of before. Actually, Linn did most of the talking; I just sat and listened. He was a patient man. I often asked him to repeat something, and he always did, every time, and the answer was always the same.

I still remember vividly Linn's explanation of how easy and fast zip texturing was. As far as I was concerned, though, screen wire and plaster was the law, but Linn finally wore me down. I tried zip texturing and had to admit he was right. The screen scenery departed.

Then came the move to a new house, and a new layout. L-Girders? No way Linn—nothing works better than sheets of plywood with holes cut out for lakes. And if you really wanted to elevate some track, plastic trestle sets were available. I thought L-Girder construction was too difficult and time consuming, but Linn persisted. We were such good friends, however, that he never argued or got upset. I guess because of his patience I decided to give in and try a short section of L-Girder. Well, Linn did it again. L-Girders went up all over my train room.

Linn had told me once about weathering rolling stock, during one of our HO Primer\* discussions. He apologized for not having any color photos, but he showed me black & white photos of an SP and a Pennsylvania box car. They looked just fine to me. I promptly began to weather my equipment.

Transistor throttles? Linn had to be kidding this time. Well, maybe a real simple one, nothing too exotic. Besides, it won't work anyway, and I don't want a lot of money tied up. As soon as it fails, I would go back to my trusty powerpack, I decided. Once again Linn was right and I quickly built another.

By this time, if Linn said it—well, some people are just born to be believed. To me, Linn was the Walter Cronkite of model railroading. If I had a question or needed an idea, Linn was always there. Late at night in the train room or over my lunch hour Linn always helped me out. I looked forward to our monthly discussions.

I guess it was a bit one sided though—I didn't help Linn much. I mean, I would have liked to help but he never really needed me. Nonetheless, ours was a healthy friendship.

After awhile I heard less and less from Linn. I didn't hear from him every month like I used to. It was a bit tough at first, because I missed those monthly rap sessions. But I knew that if Linn had another new idea, he would be sure to let me know.

Then as I sat in my train room, I read in a magazine about Linn suddenly dying. Going to sleep and simply not waking up—it seemed so typical of Linn to go in a neat, orderly fashion.

I had to stop and collect my thoughts a little. I just sat there, thinking. In front of me were all those good ideas Linn gave me. He helped me and I never thanked him, not once. I guess a little of my joy left the hobby. After all, this model railroad was a dream world, real things don't happen. Yet, it happened. Linn was gone and something was missing . . .

"What's that dear? A neighbor is here and wants to borrow the lawn spreader? Yes, I'll be right up."

"Hi, Ed. Oh, I was just downstairs. Oh, nothing much, Ed. Yes, Ed, I was just playing with my trains. . . .

\*HO Primer, published by Kalmbach, was one of Linn's early books on model railroading.

**1981 April      Written by Mike Schafer, New Bulletin Editor**

## **1<sup>st</sup> TIME COMPUTERIZED TYPESETTING**

**"U**h-oh", a lot of BULLETIN readers are probably saying right now. "What's happenin' to the BULLETIN!" Very simply, it's rolling into a new era.

I won't reintroduce myself—I'll thank Eric Lundberg for doing that on page 5—but I would like to explain just what *is* happening on the official publication of NMRA. I'm sure some of you are a little disgruntled at the page count, the absence of the four-color covers, and a few other things this month. Others of you, I hope, have noticed a new format.

The most obvious changes, of course, are graphics, especially the new typefaces. Until this issue, the BULLETIN was typeset on an ancient linotype machine in California. Moving the BULLETIN offices to Wisconsin necessitated a change to a local typesetter, and so we've gone to computerized typesetting. And look for some more art-type graphics in future issues.

And here's the scoop on the new formats:

To start with, you'll find the president's message now under the heading "Office Car." "Bulletin Board" remains, but I have expanded its scope to include everything from Achievement Program announcements to Honor Roll names.

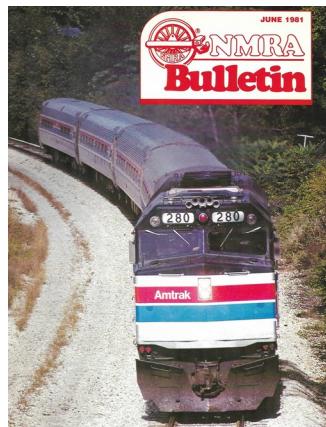
Effective with this issue, I am introducing the "Club Car" column. Coming Events now appears under this column, as will mini-features about NMRA regional and divisional activities and occasionally regular model railroad clubs. I think you'll like it.

Don't panic if you're a fan of Anatole Mallet's book reviews or Paul Mallory's E&E feature. They're scheduled to return next month, although Paul has indicated that, because of impending retirement and subsequent travel plans, he may have to reduce the frequency of his column.

Next month you'll find a new columnist, Bill Nedden. BULLETIN readers surely recognize his name—he's a frequent contributor—and next month he'll introduce a regular column on traction. In the near future, I would also like to begin still another regular feature. The idea came to me while perusing through the numerous pass entries that have come in for the popular "Pass of the month" spot. I'd like members who have model railroad employee timetables to submit yours for a "Model railroad employee timetable of the month" section. Send at least two copies (more if your timetable is several pages) so that we can reproduce both sides of each page.

So, for now I ask for your patience. Consider this the first issue of a "new" BULLETIN—the first step in a complete reshopping. And I do hope you'll consider yourself a part of the shop force—send in those features and photos!

**1981 June      2<sup>nd</sup> Ever Color Cover of Bulletin**



**1981 June**

## **Twenty Years of Service A History of the Achievement Program**

**T**he Achievement Program began as an awards plan proposed by Hal Carstens, editor of *Railroad Model Craftsman*. The published proposal caused a large volume of readers' mail. This material was turned over to then-NMRA president Leighton Keeling who appointed two committees under the guidance of Watson House and David Stearns to develop a single report for the February 1960 Board of Trustees meeting.<sup>1</sup>

It was at the Chicago BOT meeting in February 1961 that a basic plan was presented by a group of NER modelers led by Doug Smith who became the first National Chairman and the first Master Model Railroader. At the beginning it was called the Achievement Awards Program. The Program was formally adopted as an NMRA activity at the BOT meeting at the Cleveland Convention in 1961. At the beginning there were nine categories with completion of six needed for Master Model Railroader. Later the scenery category was added.<sup>2</sup>

Jack Kirby Taylor, MMR from the Mid-West Region, became the second National Chairman in the fall of 1962. It was under Taylor's guidance that the parameters and the specifics of the categories as we know them today were set. In December 1962 he proposed the addition of the Scenery category as well as proposing that an MMR must have a certificate in each of four areas of the hobby. He was aided in this by the earlier participants and designers of the Awards Program. The revised and redesigned program was submitted and approved at the mid-year meeting of the BOT in St. Louis in 1963.<sup>3</sup> In 1964, the term "Awards" was dropped from the title and "Achievement Program" was made official. This was done to avoid the misunderstanding that the program was an honors program.

In August 1964 John A. Nalls, Lone Star Region, became the third National Chairman. He served until 1966 when Philip Kohl, Pacific Northwest Region, took the reins. It was at this time that

the Vice Chairman's processing of SOQ's began with Jack Weir performing the duties. In 1967, Frank Hamilton became the first dispatcher and remained in this job until 1980. At this time the AP did not recognize Divisional contests for AP credit because models winning best of show, first, second, or third and honorable mention in regional and national contests qualified for AP credit whether they earned 87½ points or not. This was changed in the mid-1970's when any model earning 87½ points in any contest qualified for merit and therefore qualified for AP credit.

In January 1970 after four years of fine leadership, Phil Kohl turned the Chairmanship over to Paul Moon, MMR, Mid-Continent Region. By 1970, 30 members had earned their MMR's with 1311 certificates awarded. By 1971, after ten years, the AP had awarded 36 MMR's and over 1500 certificates.

Don McKinnon, Thousand Lakes Region, became the National Chairman in August 1972. He directed the program until June 1974 when Dr. George Mellinger, MMR, MCoR, took over. Doc put in an active 3½ years with refinements and changes in the regulations. Allowing credit toward Author at the Division level was done during George's term. He was succeeded in January 1979 by Bill Ehlert, MMR, of the MWR.

By the spring of 1981, twenty years after the adoption of the program by the NMRA, 90 members were MMR's and over 2700 certificates had been awarded.

With AP Chairmen in every Region it had become an NMRA program that was available to any member who wished to participate.

If you have questions about the program, check with your Regional Chairman or with the National Chairman. Or write Bill Ehlert MMR, 4022 Paunack Ave., Madison, WI 53711.

<sup>1</sup>NMRA BULLETIN, January 1960

<sup>2</sup>NMRA BULLETIN, November 1961

<sup>3</sup>NMRA BULLETIN, April 1963

**1981 July**

**Master Model Railroader #85, Frank Murray announced.**

**Master Model Railroader #86, Jack Alexander announced.**

**1981 September Numerous photos of the contest winners at the annual convention and announcement of 82 convention Washington D.C.**

**1981 November**



## **WASHINGTON '82 Convention**

P.O. BOX 39, BURTONSVILLE, MARYLAND 20730

NOTE: To remove registration form from magazine, unbend staples and lift form. Don't forget to close staples or all your BULLETIN pages will fall out.

## **Welcome to Washington**

In 1982, the National Model Railroad Association will hold its convention in Washington, D.C. from July 13, through July 18. In order to give you a chance to plan ahead for your outstanding Washington '82 vacation, we have prepared an advanced registration form for you to pick from the many options available to you and your family.

In addition to the basic registration package which includes a choice of twelve (12) tours, a choice of eight (8) optional tours are offered. For the Teens and Children, four (4) additional tours are included of the sights of interest to the younger set in the Washington, D.C. area.

To make things easier for the attendees who feel that the normal pace of Model Railroading layout tours may be too hectic, we are offering an "Easy Access" tour of selected layouts which can be viewed without excessive walking, bending or stooping.

The basic registration package fare includes all of the activities stated below. At this time, the awards and banquet plans are not firm. If you register in 1981, we will send you, prior to the issuance in the Bulletin, the Convention Registration Form with all of the details and the basic tour selection for you to have the first choice of the activities.

The Washington, D.C. area contains over 30 prize layouts which will be on our daily layout bus tours. Some of the well known modelers include John Armstrong (O), Sam Powell (S), Charlie Eckstein (On3), Gordon North (On30), Larry Nyce (HOn3) and Dick Knotts (HO) to name a few. These layouts will be visited on five (5) different model railroad tours. Details of these layouts will be published in future issues of the Bulletin. The Non-Rail and the Children/Teen guided sightseeing tours of Washington's major attractions are highlighted below for your advance planning. These activities are in addition to the normal Railette and Children/Teen Convention activities.

Non-Rail and Guided Sightseeing Tours • Interior of Public Buildings (United States Capitol, White House, Federal Bureau of Investigation, Bureau of Engraving and Printing) • Northern Virginia (Arlington National Cemetery, Alexandria, Mount Vernon) • Church (Washington Cathedral, National Shrine of the Immaculate Conception, Washington Hebrew Congregation, Mormon Temple) • Space and Agriculture (Goddard Space Flight Center, U.S. Agricultural Farm) • Embassy (Visits to many beautiful foreign embassies and legations).

Children/Teen Guided Sightseeing Tours • Federal Bureau of Investigation • Naval Memorial Museum • National Zoo • Air and Space Museum • Capitol Children's Museum • National Geographic Society.

On behalf of the Washington '82 convention committee, I wish to extend an invitation to you and your family and friends to an outstanding visit in Washington, D.C. in the Summer of '82.

John A. Glaab, Chairman  
Washington '82 NMRA Convention

1981 December

President's Column

# Office Car

By R. H. "Huebe" Huebenthal

## Season's Greetings!

This should be the joyous part of the year. It has been said many times through the years and, in fact, I wrote in this column a year ago: "Let us remember how much better life is than it was only a few years ago." So let us reflect on the many things that we have received, the improvements that have been made, even in model railroad products, the friends that we have in this great hobby, the many meetings, get-togethers and operating sessions. For those that believe in the Supreme Guidance, let us be thankful for His presence.

I want to borrow a few words from past-president Gene Hickey's message in the December 1973 BULLETIN where he wrote, "Why not a respectable headquarters building where our records, a museum, library, management and so forth can be housed and that you would be proud to visit or make use of for NMRA services? We need this very badly, and a study committee, headed by Joe Bothman, has already started to determine the possibilities of this. Now stop thinking what you are thinking! No—The dues increase is in no way connected to obtaining a new building. One of the sessions I sat in turned up that chestnut, and we on the BOT want you to know that we are not mixing our apples and oranges. When all of the data is in for a new building and a program worked out for one, a separate building fund subscription drive would be started."

Programs and projects were worked out, you the members and others have been very generous with donations to the building fund and with the Ground-breaking Ceremony in October. WE HAVE STARTED.

We have started, but we do have a way to go yet. We do not have all the money that will be needed, so I am appealing to everyone, especially to those that can use a tax deduction, to send in your contribution to the Building Fund to the Headquarters office in Indianapolis before December 31st. HURRY!

And on a longer range basis, let me again urge you to consider a Living Trust. This is a very convenient way to get a tax benefit and enjoy the use of the gift. It is much better than leaving something to the NMRA in your will where you do not get a tax benefit of the gift during your lifetime. A Living Trust can be any tangible property—stocks, bonds, real estate, a building, your home and, yes, even your books, paintings, pictures and equipment. If you have anything of value that you would like to give to the NMRA as an outright gift, in your will, or as a Living Trust, write to me or to the Legal Counsel, Bill Uffelman, Box 4701, Newark, DE 19711.

Again, SEASONS GREETINGS, the past has been good, the present is dynamic, and the future looks terrific for a smooth ride on the Right Track.

## Model Railroad Pioneer and Hall of Fame Member Al Kalmbach



# AL KALMBACH 1910-1981

To those of us who have thrilled at manning the throttle of the first run of a train on a newly completed model railroad, or donned cameras and headed trackside to capture on film those prototype limiteds and locomotives that captured our fancy, Albert C. Kalmbach's passing on October 14, 1981, was surely cause for sadness.

But don't let the sadness linger. Unhappiness and Al Kalmbach were incongruous. Undoubtedly Al was one of the most influential persons in the model railroad and railfan industry, an industry devoted to fun, relaxation, happiness.

He was a key man in making what that industry—in particular its publishing aspect—what it is today. Braving the elements of the Depression, Al in 1934 launched the first issue of The Model Railroader, a small (272 issues) but valiant—and in retrospect, brilliant—publishing endeavor that today means fun, relaxation and happiness every month to nearly 186,000 men, women and children through its 185-plus pages laced with color photos, track plans, wiring diagrams, how-to's and why-nots.

Fortunately, Al didn't stop there. In 1940 he filled a smaller but no less important void when he introduced Trains Magazine and changed (or perhaps in a sense created) the face of railfanning. The survival of this newer journal was tested by the demise of steam and later privately operated passenger trains to become the Standard Railroad Periodical of the World—a publication by which all other rail enthusiast publications are measured.

Of particular note to readers of the NMRA BULLETIN, was that Al was, in 1935, one of the founding fathers of the National Model Railroad Association. Because of his close involvement with the early development of the NMRA (of which, for a time, The Model Railroader was the official voice), Al was made NMRA Honorary Life Member Number 1; in 1965 he was given the NMRA 30th Anniversary Award. On a note related to the social aspect of model railroading, in the winter of 1932-33 Al organized the Model Railroad Club of Milwaukee, the first association in the U.S. devoted exclusively to model railroading.

Although publishing was Al's first love, model railroading probably ran a close second. In the very early 1930s, Al built his famed Great Gulch, Yahoo Valley & Northern in the attic of his home. The "Gulch Route" became a test bed for model railroading in general, but in particular signal circuitry and model railroad operation. The Gulch Route showed up often in the pages of The Model Railroader and eventually in a book on operation titled How to Run a Model Railroad, which Al wrote under the pen name Boomer Pete. Most importantly, the Gulch Route made Al aware of the fabulous potential of model railroading as a national pastime.

Al is survived by his wife, Elizabeth, of Milwaukee, two sons, Charles and William, and two daughters, Elizabeth and Kathryn. Memorials may be made to the National Parkinson Foundation, 1501 N.W. 9th Avenue, Miami, FL 33136 or to the NMRA Building Fund, P.O. Box 2186, Indianapolis, IN 46206.

Truly, we have lost one of the great pioneers of the railroad and model railroad hobby, and it is always sad occasion to note the passing of a person who has been so instrumental in the hobbies which we love. But remember, don't let the sadness linger. Al's work on this earth was for happiness.—M.S.

**1981 December**

**WHEN LIONEL WENT SCALE**



**LIONEL TRAINS**

Milwaukee Road's original Hiawatha (1934) dominated the cover of Lionel's 1955 catalog that showed a comparison between Lionel's model and the prototype. The famous Lionel steam whistle was introduced that year.

Excerpted, with permission, from **ALL ABOARD! THE STORY OF JOSHUA LIONEL COOKE AND HIS LIONEL TRAIN COMPANY** by Ron Hollander. Workman Publishing, 1981; \$9.95 at book stores.)

**ALL ABOARD!**

FOR HELLO DOLLY, THE LIONEL TRAIN COMPANY IS CELEBRATING ITS 80TH ANNIVERSARY. THE STORY OF JOSHUA LIONEL COOKE AND HIS LIONEL TRAIN COMPANY BY RON HOLLANDER.

**By Ron Hollander**  
All photos copyright © 1981 by Ron Hollander

(Author's Note: Lionel had a profound effect on model railroading, if it were only to introduce hundreds of thousands of children a year to electric trains. Although most of the company's amazingly voluminous production over its 81 years—Lionel trains are still being made—was toy-like, Lionel did make several innovations to spur model railroading, most notably its J-1 Hudson first offered in 1937 in O scale and soon followed by a 1/76 [OO gauge] model. But Lionel almost did not make it through the Depression. The company went into receivership to avoid total bankruptcy in 1934, and was only saved by its model of Union Pacific's M-10007 and a wind-up Mickey Mouse handcar.)

Lionel's receivership in 1934 gave the company the breathing space it needed to make good on its 1934 line. As happened so often, it was the railroads of America which provided the inspiration (and the blueprints) for the taste which took Lionel out of receivership and back into the profit column. Just like Lionel, the real railroads were in trouble in the mid-Thirties. Their glorious supremacy of the Twenties was being challenged by an expanding highway system financed by state and federal taxes. This road building was in effect a subsidy for the automobile industry. Passenger traffic was slipping away from the railroads to the car and bus and to the high-speed alternatives of the growing commercial aviation industry. The railroads, too long snug in their dominance of America's transportation, needed something new to bring them back to the forefront of the country's consciousness. That something was streamlining.

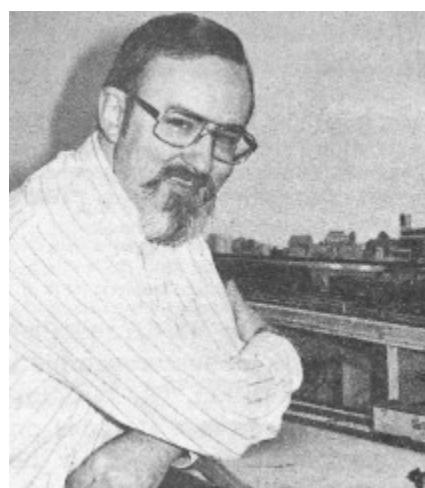
New trends in architecture and industrial design, lightweight metals and diesel engines which did not need their machinery exposed for the complicated servicing required by steam locomotives all contributed to the new streamlined look. While Cooke was grappling with the

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**Long article about the 1st SCALE equipment Lionel began to produce**

**1982 January**

**Master Model Railroader #87, Al Westerfield announced.**



## 1982 January VERY SAD NEWS BOB E. BAST DIES JAN 28, 1982



conversation with the NMRA president/**Jack Weir**

Back in 1949, the NMRA was blessed with the presence of the late Bob Bast, who took over the duties of office manager. The association of this man and our organization was to last for twenty-six-and-a-half years. Bob became the life and breath of the NMRA by starting with a membership of 6,281 as of October 1949 and cajoling the officers, trustees and committees to sign and promote new members, so that his last membership report in February 1976 was 24,809.

The list of accomplishments, ideas and energy expended by Bob Bast for the NMRA is endless. No one person, be he officer, trustee or committee volunteer, would care to admit how much the NMRA depended on him. The official family seemed to feel that he would always be there, so it came as a shock when Bob announced late in 1974 that he was going to retire in about 18 months, or as early in 1976 as we could accommodate him. Needless to say, Bob had to keep reminding us of his decision and that we had better make some plans.

It was about that time the thought of acquiring a site and a building to house the home office occurred. During the Bast tenure, all NMRA business was conducted out of his home. I can still see vividly the crowded conditions Bob worked under during those times when he was addressing, packaging and mailing the thousands of copies of the BULLETIN each month, or sending out directories, plus keeping up with the membership as it increased each year. I am still marveling at what he accomplished and how he managed to put up with us who knew so little about the actual maintenance of our fun organization.

The NMRA had a contract with Bob Bast that was beneficial to both sides. The NMRA had most of its business handled for a reasonable price that included salary, space and everything else. There were no other costs, so it was very easy to budget those costs and they were low enough that there were sufficient funds remaining to provide services to the members. On the other hand, Bob had a contract with good bonus clauses that provided him with an excellent living.

Bob Bast earned every penny paid him and he served as the anchor for a growing hobby organization.

1982 January

## GROUND BREAKING NMRA HQ!

# GROUND IS BROKEN!

The NMRA National Headquarters Building is underway



BREAKING THE ground at Chattanooga on October 23 are, from left: Dr. Robert Ellis, NMRA Southern vice president; Brenda Bailey, Hamilton County Commission chairman; R. H. Huebenthal, NMRA president; Charles A. Rose, Chattanooga mayor, Ray Brokaw, NMRA Southeast Region president; and Frank Duffy, First of Tennessee Bank president.

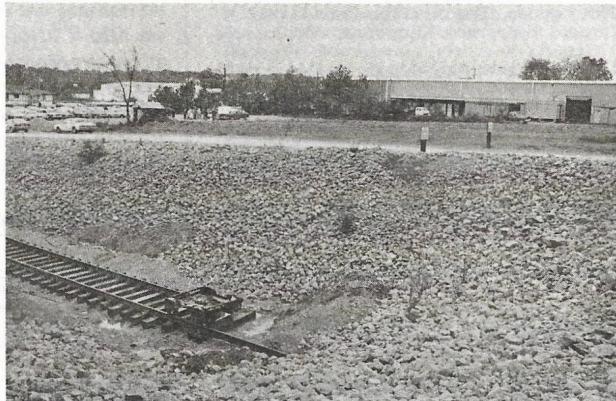
CHATTANOOGA, Tenn.—Ground has been broken here and construction is expected to begin in mid-February 1982 on the NMRA's half-million-dollar National Headquarters Building.

A bevy of national and regional officers, local officials and area modelers were on hand October 23, 1981, for the ground-breaking at the site adjacent to the Tennessee Valley Railroad Museum. Wielding spades for the ceremony were NMRA President R. H. (Huebe) Huebenthal, Southern Area Vice President Dr. Robert Ellis, Southeastern Region President Ray Brokaw, Chattanooga Mayor Charles A. (Pat) Rose, Hamilton County (Tenn.) Commission Chairman Brenda Bailey and First of Tennessee Bank President Frank Duffy.

NMRA Building Committee Chairman Art Daehler said he expected the building project to go out to bid in November and bids returned to his committee by mid-December. A final approval by the NMRA's Executive Committee and Board of Trustees will be sought in February when those bodies meet in Atlanta, and construction should begin shortly thereafter.

"We should be able to move into the building sometime during the spring of 1983," Daehler said following a building committee meeting October 23 in Chattanooga. A cornerstone ceremony is planned for this June.

Daehler said he is encouraging association members that would be able to donate material or equipment for the construction of the building to contact him. His address is Route 1, Box 5, Witter, Ark.,



View of the NMRA Cromwell Road site looking northeast. The track in foreground is the end of the TVRM wye. The NMRA's land is in the upper center of this photo, bounded in the foreground by the rock-lined cut and in the background by the building. TVRM's office can be seen at upper left.

72776.

The building has been designed by NMRA member and architect Joe Bothman of St. Louis to resemble a turn-of-the-century passenger station. The building will have a total of 13,000 square feet of space on two-and-a-half levels. This space is to be used for the various office and official functions of the Association, a research library and an exhibit area.

Huebenthal, in speaking to the ground-breaking gathering of about 100 persons, noted the building has been financed through fund-raising efforts directed by the Building Committee. He publicly thanked the thousands of Association members and outside sources that had contributed so generously to the drive but added:

"There is still need to support this project. I sincerely hope that those that have not given in the past now will see that this building is more than simply a dream, and as construction progresses they and others will see their way to contribute further to the ongoing fund drive."

Mayor Rose noted that few cities in America are as rich in railroading heritage as Chattanooga.

"We congratulate the NMRA leadership for its decision to come to Chattanooga. This project will mean both present and future economic rewards for our community," he said.

Commissioner Bailey labeled the construction of the headquarters building "an important economic development and a valuable addition to the list of places which our many tourists will certainly wish to visit."

## **Help Some One to Cross Over the Bridge**

**H**elp Some One to Cross Over the Bridge to the fun of model railroading, the greatest hobby in the world. Help some one to get from not knowing to being a top achiever in the making and operating of model trains, from not knowing any model railroaders to enjoying the companionship of club operation, section meets, division meets, region conventions, national conventions, or special interest group meetings.

**H**elp Some One to find out that there is an organization that can and will help. Give that person a brochure, a circular, or just tell him or her about the NMRA. The promotion department has a good supply of brochures, pamphlets and information available for you to use. Joe Kurilec has recently expanded the personnel of the department so that there is one or more persons in each region with the material and assistance to help publicize the NMRA.

**H**elp Some One to learn more about the hobby and more about the NMRA by showing him the BULLETIN or giving him a copy. The BULLETIN is the main vehicle for getting information about the organization, what is going on, where the event is being held, who is doing what, how to do modeling, interesting model and prototype facts, and a place to voice his feelings. The Directory of Information contains the Constitution, By-Laws, Standards, and Recommended Practices to name a few. The Directory of Members gives the location of other model railroaders in his area or places to which he may travel. The Periodical Index will show where to find information in the model and hobby publications. The Glossary of Terms will acquaint him with the jargon of the hobby.

**H**elp Some One by telling him about the Services Department and the many services that are available to every member of the NMRA. The Tape/Slide clinics cover so many subjects that they cannot be enumerated here. The Service Department is just that, service to the members by volunteers, and support to Help Some One Cross Over the Bridge.

**H**elp Some One by telling him that the Engineering Department is continuously reviewing and updating the Standards and Recommended Practices. Without the dedication of the people in this department, the Standards would not exist, and interchange would be nil.

**H**elp Some One by pointing out that the Conformance-Inspection program helps to insure that products that display the Conformance-Inspection emblem do conform to the NMRA Standards and Recommended Practices.

**H**elp Some One to learn the self-satisfaction of being a MMR, Master Model Railroader. This is an earned certificate. It cannot be awarded. The certificates are given for: Master Builder/Motive Power; Master Builder/Cars; Master Builder/Structures; Master Builder/Scenery; Model Railroad Engineer/Civil; Model Railroad Engineer/Electrical; Chief Dispatcher; Association Official; Association Volunteer; Model Railroad Author; Master Model Railroader. The satisfaction of having a certificate in any of the first ten categories is great. The satisfaction of being a MMR is to know that you have been recognized for your accomplishments and that you will make every effort to help others in the art and craft of model railroading.

**H**elp Some One to learn the joy of sharing the fellowship of other model rails, be they novices or sophisticates, at a club meeting, section meeting, division meeting, region convention, national convention, or a Special Interest Group meeting.

**H**elp Some One to realize that all of these departments are supported by the Board of Trustees—the representatives of each of the fifteen Regions—the people responsible for recommending changes in the Constitution and making changes in the By-Laws and Policy for a better NMRA, the Executive Council, responsible for the day-to-day administration of the organization, the Secretary and his staff who are responsible for recording the actions of the organization and keeping the Executive Handbook up to date, and the Treasurer and the Headquarters office who record the membership, compile statistics, answer questions, and judiciously control the monies of the Association.

**S**o, Help Some One to cross Over the Bridge to the fun of model railroading, to the pride of accomplishment, to the sharing with others or even enjoying the hobby alone, or to possibly becoming active in some of the support programs.

**1982 February**

**Master Model Railroader #88, Cyril J. Durrenberger announced.**

**1982 March Bulletin Covers will be in COLOR monthly for good**

**Master Model Railroader #89, John L. Widmar Jr. announced.**

## **RAILETTES STILL ROLLING ALONG IN MARCH OF 1982**

### **The Railette Program**

**By Rosella Nash**

Some 22 years ago in San Diego, Calif., at the National Model Railroad convention, the wives of three model railroaders met for the first time: Faith Rider of San Diego, Lethia Payne of New Carlisle, Ohio, and myself, then of Houston, Texas. A bond of friendship was formed and the three of us started working together to fulfill the need for activities that would be of interest to women attending the conventions with their model railroader husbands. Through the continued efforts and the cooperation of many other women, the membership became stronger and more and more began to attend the conventions.

It was apparent that there were two distinct groups of ladies. Some were women who were modelers in their own right, building their own equipment and layouts. On the other side of the fence were the women who were only interested from the standpoint that their spouses were in the hobby. At this time the name "Railetties" became synonymous with the women's end of NMRA. Both groups of women are very important to the organization in that it keeps all sides interested and the organization grows stronger and healthier. In other words, the "tap-root" was fed and the tree was growing.

Railetties began planning various activities including setting up a place for displaying crafts and hobby articles, providing clinics, organizing tours to points of interest, and providing luncheons and a hospitality room—the latter a must for all to enjoy.

It also became apparent that various

Regions had indeed already planned programs for the attending ladies. This was taken into account and enlarged upon by us three, and subsequently we worked together with the Railette group of the hosting convention.

Since the Railetties were affiliated with the national organization in name only, we asked that the convention chairman of the hosting group appoint a chairlady to handle the activites. After this was done the chairlady selected her Railetties to head the various committees for the activities planned for the affair. The chairlady would report, from time to time, the plans and progress of her group and occasionally ask for advice.

However, most of the help and assistance came from Faith, Lethia and me. We attended the conventions as a group, although there were times when only one or two of us could be present to aid the hosting group and lend moral support to each and everyone involved in the program. So with each national convention, the attendance grew.

In 1965 at the national convention in Vancouver, Canada, all three of us were present for the event. It was a great convention as each and every previous one had been.

This was the last national convention that all three of us participated in because in 1968 we bid farewell to our founder and leader, Faith, who passed away. That year the national was held in San Francisco, and it was there that Lethia and I met Dorothy Keeler of San Jose, Calif. We asked if she would join us which she did, and she has been very active since. (She had also been very active in the activities of the Region.) It was also at this time that Lethia accepted the position of Railette Co-ordinator. Dorothy and I continued working with her.

In 1977 the National Convention was held in Denver. The sponsoring group of Railetties executed a well-planned program for visiting Railetties. Here again, Lethia, Dorothy and I were present to aid and assist if needed. This was the last national that Lethia was able to attend; in 1981 we bid farewell as she, too, was called to her Heavenly Home.

This brings us to the 1981 convention in San Mateo, Calif. All Railette activities and functions were under the supervision and guidance of Dorothy Keeler and her many capable and efficient Chairladies and their committee members. Our thanks and appreciation goes to each of them for another well-planned and executed program for the attending Railetties. We hope to see a lot of you in 1982 at the convention in Washington, D.C.

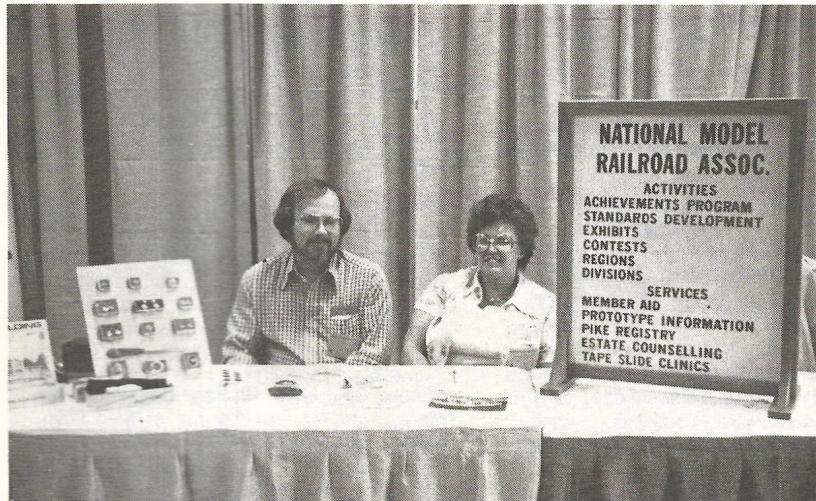
I would like for all to know that we, the original three, carried on from the beginning with no officers and no money from the national organization. We raised our own monies to carry on the various activities through the sale of various items, such as jewelry, and raffles for various items. The functions and events that took place during the conventions was paid for by the Railette Registration Fee. As a rule, all events were included in the fee but there were times when an extra charge had to be made for the luncheons. But at no time did we ever receive any assistance from the National Organization.

I sincerely hope and trust that the Railetties of the future will carry on and function as they have in the past. Attend the conventions, whether regional or national, and enjoy all the activities. And meet old friends and members as well as make new friends. So, Railetties, let's keep active and keep the organization growing.

## 1982 March Midge Reber replaced retiring Bob Bast in 1976

### Midge Reber

Midge never rests: On the first weekend in October we find Midge Reber, NMRA's Business Manager, in Pittsburgh to make a presentation to the MCR Board. The MRIA show was also in town that weekend, and one of our NMRA promotional teams was functioning at the show. Naturally, Midge pitches in to help staff the promotion booth, instead of enjoying the show. To Midge's left in the photo is Jim Leffard, Assistant Promotional Chairman and president of the Mid-Central Region.



MARCH 1982

## 1982 April NEW Bulletin Editor Mike Callahan

### The Spirit of Model Railroading

I've never had the opportunity of addressing 26,000 people before in my life, in any capacity. But as I assume the responsibility of producing your monthly BULLETIN with this issue, I felt it might be a good idea to let you know how I feel about this hobby of Model Railroading.

I owe just about everything good that has happened to me in my life to the hobby of model railroading. My financial position, the jobs I've held and now hold, the friends I have and even meeting and marrying my lovely wife Mary Irene—all of these and many more are directly attributable to my involvement in this hobby. I am a rich man in that I have gotten more out of this hobby than I've put into it. I've always endeavored to try to put more into something than I've taken out of it, to leave it better hopefully than when I found it. But this doesn't seem to work with this hobby. It always seems to give back more than you can ever put into it. I feel I know why this is after 22 years in the hobby. This hobby has an intangible quality about it, and I call it "The Spirit of Model Railroading".

What is the Spirit of Model Railroading? It's many things for me. It's that excitement of going on layout tours and discovering another person's imagination in his layout. It's that feeling you get after visiting operating layouts or viewing models at a show, that sends you straight home to start working with new vigor on your railroad again. It's the satisfaction you feel of having a model or a scene you've created produce that special effect you desired. It's meeting and working with a group of people to put a division meet together or an open house together to share your accomplishments and discoveries with others. It's that special feeling you and your friend get after helping him solve that problem he was having with some area of the hobby. It's those memorable experiences of meeting other modelers with many different abilities and capabilities, recognizing them, and acknowledging them. It's that special feeling watching the model you've built perform exactly the way you want, in the scene you've created, on the layout you've built, with the ideas and help of other modelers. It's producing that special utopia, our escape, our world, our model railroad. It's last but not least sharing that feeling with others freely, but not forcing that feeling or Spirit of Model Railroading upon others. For it is different in each and every one of us.

I found with my experience over the years that as I grew with the hobby, I came to understand The Spirit of Model Railroading. I learned that it's not how much you put in or take out of

the hobby—it's whether you've learned NOT to QUALIFY or QUANTIFY other people's abilities or capabilities in the hobby. I've thrown my yardstick away, because I've learned you can't measure yourself or anyone else in this hobby and expect to enjoy it. I've seen some simplistically built models and layouts, but I've also seen the pride and twinkle in the builder's eyes, and that's all that counts. If it satisfies him and makes him happy, that's all that matters. It doesn't make any difference if a person in this hobby models a bridge with 10,000 intricately shaped pieces or a 2 x 4. What he may lack in ability or capability his imagination will make up for. When we view anyone's work in this hobby we all should let our imagination work with his or hers to see what has been accomplished and give encouragement on the achievement.

I feel very strongly about what I've said above. I believe yardsticks are for measuring inanimate objects, not people who have feelings. The NMRA with its network of Regions and Divisions has spread the Spirit of Model Railroading to many individuals across this country and around the world. Many of these individuals who have been brought into the hobby of model railroading through the NMRA are members, and many more are not. As I see it the NMRA is not out to measure how many members it can get—it is there to spread the Spirit of Model Railroading to all who want to experience it. Whether they join the NMRA or not is not important. What is important is that they can enjoy it as much as we have in their own way, in their own time, with their abilities, and capabilities, with their imagination and with their spirit.

Let us look into the future with a new vigor towards spreading and sharing this Spirit of Model Railroading to potential new members. I've put a slogan on the cover of the BULLETIN to remind us of what it's really all about. Let us look inside ourselves and really understand how to enjoy this hobby. Let us throw our yardsticks away and truly experience the Spirit of Model Railroading, protect it and preserve it for generations to come.

*Mike Carlson*

APRIL 1982

May 1982

## A standard for standards

By Jim Monroe Engineering Committee Chairman

Culminating many years of sporadic search for a logical and consistent "Standard Model" for the Track and Wheel inter-relationships shown in NMRA STANDARDS and RECOMMENDED PRACTICES, the NMRA Engineering Department can now announce that it has developed a "model" in non-dimensional terms independent of any specific scale or gauge, but applicable to all. Upon the assumption of four Primary Standard dimensions for any Scale and Gage, all the Secondary Standard dimensions can be derived, and additional Reference Derivations can be made to serve in analyzing the complete system.

Before the entire close inter-relationship of these dimensions was fully understood and formalized, NMRA STANDARDS were expressed in terms of specific "nominal" dimensions with bidirectional tolerances. In the late 1950's a detailed study showed that this resulted in needlessly restricting the tolerance zone within which each dimension could logically vary without hazard to either INTERCHANGE or performance. From this study came the presentation of Track and Wheel dimensions we know today as Simplified STANDARDS, where each dimension is expressed only as the critical limit beyond which continued INTERCHANGE and freedom from derailment could not be assured.

So as not to cloud the issue, the first presentation of the Simplified STANDARDS was limited to recasting the earlier dimensions, with their tolerances applied in the new format—great care was exercised NOT to include substantive changes at that time. However, this recasting of critical limits did show up a number of inconsistencies and discrepancies that were not in agreement with the governing rules of STANDARD S-2—these presumably were to be worked out later. But enough personnel changes were made in the Engineering Committee that the continuity of the program was lost and few of these corrections were ever made.

Many attempts have been made to develop a "Standard Model" which all scales and gauges could follow. To name a few: Ken Mortimer, George Baustert and Bob Brinkman tried in the late 1950's and early 1960's, Brad Bradley had his try with "Genesis of a Standard" (January 1964 BULLETIN), and Chuck Myers in the 1970's took another shot at it—the goal was the same for all, but enough flaws appeared in each that none was accepted as the complete "model". The dimensions in the STANDARDS still retained a bit of the "Grewed like Topsy" flavor and few of the inconsistencies were corrected.

In 1980, and continuing into 1981, the present Engineering Committee, which includes such old timers as Ken Mortimer and Brad Bradley, again sought for a rationale that would permit these inconsistencies to be resolved once and for all. After voluminous correspondence, much discussion and passing thru at least four stages of refinements, the present Standard Model of non-dimensional inter-relationships has been developed. With this Model programmed into the simplest computer, or worked with any hand calculator, any scale and gauge can be provided with a complete set of data. Four Primary dimensions serve as the basis for computing the entire INTERCHANGE data for a scale and gauge. The effect of minor changes in any one or more of these Primary dimensions can be determined immediately and evaluated by comparison of the Secondary and Reference dimensions generated by the computer.

Some of the factors turned up in this study are:

1. An unnecessary amount of clearance between the mini-

mum back-to-back of wheelsets and the maximum span across guard and wing rails can be corrected by allowing only minimal clearance between these two at their critical limits—any exercise of tolerance in either or both can only increase this clearance.

2. No amount had been specified for how much the wheel width should exceed twice the maximum flangeway width. Subsequent study disclosed that the relationship ( $F_{max} = 0.45 \times N_{min}$ ) provides the largest acceptable flangeway value that will assure carrying the wheel safely across the double flangeway at the frog point—this value results in a narrower maximum flangeway than is now permitted for a given wheel width and improves prototypical appearance.

3. The early STANDARDS produced approximately equal flangeway widths at both guard and wing rails. The greater freedom allowed by Simplified STANDARDS, based on old tolerances, leads to a non-symmetrical condition of unequal flangeway widths. The new computational program restores the essentially equal flangeways by equalizing the greater tolerances inherent in the system. This requires an increase in both track and wheel check gages. But in no scale or gauge is this increase great enough to jeopardize the ability of RP25-type wheels to traverse the frog area in safety, even at the worst combination of wheelsets, with the wider check gauge, and track at the old, tighter check gauge. A by-product of this feature is better-looking and better-working flangeways!

This same study again re-emphasized the strong desirability of holding the straight side of turnouts as close as reasonably possible to the minimum values of flangeway width by keeping track gauge and track check gauge close to their minimum values and Span close to its maximum value. Only when long equipment uses the curved side of the turnout should it be necessary to widen track gauge and track check gauge, still keeping within the limits of maximum span and maximum flangeway width. All too often, just because the STANDARD lists the maximum not-to-exceed value of flangeway width, too many modelers jump to the conclusion that this is the desirable limit to favor. As indicated above, this is the wrong conclusion!

Another by-product of this program that will not even show in the published STANDARDS is the wider separation between values of the new Wheel Check Gage and the INTERCHANGE of unchanged Back-to-Back dimensions. This provides a broader tolerance range within which the wheelset can be assembled. This in turn makes it possible to further widen the Flange Thickness of the Wheel (see RP25) and its edge-rounding to pass safely over an even larger railhead obstruction. Small change, but in the right direction. The important thing is that we now have the tool in this new Standard Model to bring out these factors that can only effect a number of small, but useful, improvements in the technology of the hobby.

Along with all the above, it is with extreme gratification that we can look back on the work of those pioneers in the hobby. With less perfect tools and sheer good instinct and broad experience the early STANDARDS that "Grewed like Topsy" did indeed grow so well that they now need only minimal refinement to bring complete consistency and logical development to all scales and gauges. The new "Standard for STANDARDS" will serve to correct the present, and assist future Engineering Committees in developing Scales and Gages of the future.

## **Headquarters Building**

An event that skeptics within the NMRA probably totally doubted would ever happen began in Chattanooga April 1. Construction began on that day on the 16,000-square-foot NMRA headquarters building with a completion date of January, 1983 easily obtainable, according to Art Daehler, building committee chairman. "Daughtrey Construction Co., the low bidder of 14 firms, has promised a 200-day construction period," Daehler reported. Daughtrey's low bid on the project was \$415,000.

Bids ranged up to \$500,000.

"At one time the building committee had considered reducing the size of the building to 13,000 square feet and leaving off for the time being the paving of the driveway and parking lot. I'm happy to report that the building will be built to its full size as drawn by the architect and that the paving will be completed," Daehler said.

Initially the service elevator will be left out, although the pit and all necessary construction will be included for a later installation. Daehler is hopeful that renewed efforts in fund raising will provide the necessary \$26,000 for the elevator itself. The building will have a full, walkout-type basement and a full main floor. A second floor will be

roughed-in in the bay area of the station-like building.

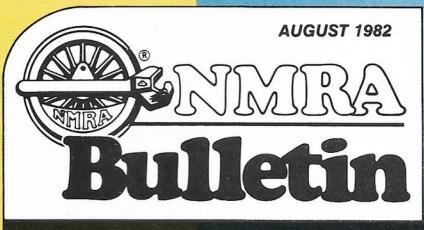
A renewed effort at soliciting donations will begin immediately, Daehler announced. Not only are donations of money being sought, but Daehler said both construction services and materials were being sought. Persons having such donations in mind should contact Daehler at Route 1, Box 5, Witter, Ark. 72776. Money donations should be sent to the current NMRA home office in Indianapolis.

Members of the building committee currently include Daehler as chairman and Bill Becker, John Bennett, Tom Draper, Jim Gibson, Gene Hickey, Steve King, Eric Lundberg, and Gale Olson. Architect for the project is Joe Bothman.



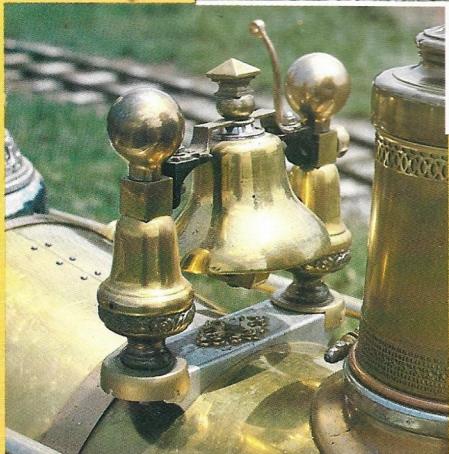
**NMRA Building Committee Chairman Art Daehler signs the construction contract for the Association's Headquarters Building on the pilot of one of the active steam engines at the Tennessee Valley Railroad Museum. Looking on at the left is TVRM Executive Director John Bennett, also an NMRA member, and at right building contractor George Daughtrey. The NMRA Headquarters Building is being constructed on land leased from the TVRM in Chattanooga. (NMRA Photo)**

**1982 August the 500<sup>th</sup> Edition! Cover**

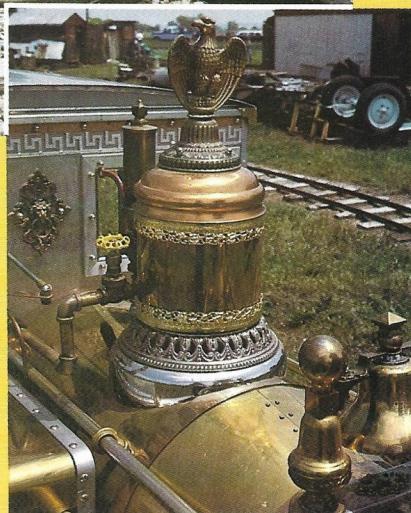


AUGUST 1982

**LIVE STEAM!**



Pursuing the  
Spirit of  
Model  
Railroading



# **90 on the High Arm**



## **Number 500: A Benchmark for the Future**

This is our 500th issue! It is a benchmark for the BULLETIN. For 47 years, with seventeen editors, the BULLETIN has come to the membership in one form or another. It is truly a birthday we all must remember and celebrate.

This month we've reprinted Vol. 1 No. 1 for your enjoyment as a birthday present to you the membership. The BULLETIN begins with our membership, and their loyalty in contributing articles provides the BULLETIN's very existence. To you the Plain Old Member (POM), THANK YOU from all seventeen of the editors. Your contributions will never be forgotten, and our hats are off to the POM's.

With this issue, a new future for the BULLETIN begins. If you remember in the May issue, I asked for column authors so we could columnistize the BULLETIN. Well, I asked, and the flood gates opened. The POM's came forth in their typical loyal manner. In the next three to four months, we will be adding seven new columns to the BULLETIN consist. This will give you the membership a total of fourteen columns, 7 monthly and 7 bi-monthly columns to draw information from. The BULLETIN will also carry its regular feature articles each month as well!

Our new columns will cover a wide variety of interests in the hobby. This month we will be welcoming to the BULLETIN Counter Comments by Roger Hensley. Counter Comments will inform you about product uses and hobby shop chit chat. It will appear monthly.

In the months to follow, we will be adding several new columns to the BULLETIN. Board and Batten by Nelson Timken and Frank Barrillaro will deal with structure modeling tips and techniques on both scratchbuilt and kitbashed structures. Board and Batten will appear monthly. Maintenance of Way by Craig McKibbin will explore ideas on layout development, preparation, operation, and maintenance and will appear monthly. Right of Way by Martin R. Shaw will discuss basic concepts in track planning and will appear bimonthly.

Vistas is the name of our new scenery column which will be co-authored by Richard E. Bradley, Dusty Richardson, and Andy Hamilton. Vistas will be a monthly column. A column as yet untitled on photography will be conducted by Peter A. Watson. Finally, another as yet untitled column will deal with

electrical projects, conducted by William Heffner. Thus, there are now seven new columns for your enjoyment and entertainment. These columns will all begin to appear regularly in the BULLETIN over the next few months.

With the addition of these columns to the BULLETIN, I hope we will be able to produce a much more balanced BULLETIN for you. Hopefully, all of you should be able to find something of interest in every issue of the BULLETIN.

I've always felt that the BULLETIN is the most important single selling tool the NMRA has with which to attract new members. I intend to continue the program of Building a Better BULLETIN to insure that the BULLETIN continues to be the greatest sales tool the NMRA has.

I want you all to remember that you may submit articles through the column editors if you want them to appear under that column heading. However, if you want to submit your article independently, send it directly to the BULLETIN. That's fine, too.

In any event, the BULLETIN is our communication tool. Hopefully, the column idea will stimulate communication between members and the column authors. As I see it, the whole point of belonging to any association is to communicate and convey ideas between the members. We are working hard here at the BULLETIN to make our communication tool one of the finest around, one any association would be proud to have. I'm aiming at a communication tool that draws new members and new ideas into the association.

This is our 500th issue, and I hope we can make the next 500 as enjoyable as the first 500 were. With the continued loyal support of the Plain Old Members, there is no reason why the BULLETIN will not continue as in the past. Keep sending those articles and photos, and share the Spirit of Model Railroading with the rest of us.

*Mike Carlson*

## 1982 August History of the NMRA Bulletin

AUGUST 1982 by R.H. "Huebe" Hubenthal

The BULLETIN—what a difference time does make—to the BULLETIN even as to you and to me. Yes, I've changed in the past 40 plus years from a neophyte just graduating from college to a grandfather, 4 times over. Similarly, the BULLETIN has grown from one or two mimeographed pages of Association news to a professionally produced, color-covered, multi-paged magazine.

In the beginning of this Association, when about 60 fellows formed the National Model Railroad Association, the BULLETIN was really only a mimeographed newsletter compiled and run by Harry Bondurant and then by Al Kalmbach during the early years.

Those early newsletters were mostly about standards—remember that was the reason for forming the NMRA—to define, set up, and investigate and publish standards, so that the products of different manufacturers would interchange with and operate smoothly with each other. Dedicated people worked hard and spent many hours on the calculations of the standards. All of the calculations turned out to be accurate as attested now that the programs have been written for three computers.

The growth of the NMRA in those days was through the clubs. An individual could build his locomotives and cars to his own calculations or specialize in the models of one manufacturer. In the club it was different. The need for standardization was paramount. Those early periodicals served as the communication link between the clubs.

World War II restrictions on the use of paper and travel made the publication of the BULLETIN and traveling to conventions very difficult, even to the extent that the national convention was cancelled in 1945. So there was sort of a lull in the publication, maybe not so much in the frequency as in the number of pages.

All of the early editions were made by editors that were volunteers. Their work was done for the sheer love of the editor for the Association. My first contact with the editors was in 1951 when, as treasurer, the printing and mailing bills were sent to me for payment. The various assignments for the General Electric Company required traveling to different parts of the country and Europe, so I had the privilege of seeing editorship in action with editors Ken Salmon, Karl Busch, Art True, and Whit Towers.

The BULLETIN continued principally as a house organ until 1969 when Whit Towers took over as editor. He changed the image of the BULLETIN from the publishing of standards for better interchange and the technology, such as recommended practices and data sheets to the education of persons engaged in model railroading in the methods of building and operating railroad equipment. Whit began the extensive presentation of construction and operating practices in clubs and private layouts and the "how to" of model making from kitbashing to entirely scratchbuilt. He also made more use of small interesting cartoons to put in some levity. He was able to attract good authors that wrote interesting articles on all phases of model railroading from: very simple but useful pictures of "how to" to superdetailing of models; simple little bits of scenery with culverts to exotic canyons with trestle bridges, simple little pieces of rolling stock to scratchbuilding a steam locomotive, and simple electric control circuits to intricate electronic circuits.

Many authors made contributions to the BULLETIN over the eventful years of the Association, which helped to advance this great hobby of model railroading by the publishing of their methods of using their skills so that others would be educated.

I offer a toast to those past editors, authors, cartoonists, and photographers that have contributed so much to the advancement of the Association, and I offer another toast to the current staff and contributors and to those of the future that will make the BULLETIN even better and better by continuing professional changes that create greater interest and help the NMRA carry out its purpose "to promote, stimulate, foster and encourage—the art and craft of model railroading."

There we were, a group of about 60 modelers dedicated to the standardization of models so that they would interchange and operate better. Over these 500 issues of the BULLETIN, the membership has been kept informed of the happenings within the Association, the changes in standards, recommended practices, techniques of modeling by data sheets, and "how to" articles by volunteer authors. The future looks great with a balance between Association news, technical advancements, and the education of those new (and old) to the hobby of model railroading by the direction of a capable staff under professional leadership.

May the officials of the NMRA, those elected, those appointed, and hired into positions of leaders remember that the Association is a sizeable business, that should be operated as such under the Golden Rule to fulfill its purpose in the hobby and its obligation to the life members so that this part of model railroading is fun.

## HOW WE DO IT

**O**n the occasion of the 500th issue of the BULLETIN, we thought you might like a peek behind the scenes at how we put this fascinating magazine together. For one thing, everyone on the staff has an appropriate license plate on his car. Mike Carlson has DRGW 1, Mike Schafer has PA 2, and Bill Nedden has TM 1117. In fact, while we're on the subject, we'd like to start a new feature called License Plate of the Month. Just send us a picture of your railroad-oriented license plate, and explain why you made that choice.

Bill Nedden's 1976 LTD probably gets the biggest workout rolling back and forth between the typesetter in suburban Glendale and our office in Waukesha. The office itself is very near the Soo Line, the C&NW, and the abandoned Milwaukee Electric interurban line to Watertown. It must have been something else to watch all the trains rolling by about 40 years ago!

The office is located on the second floor of a building housing an athletic goods store. Ron Lea, our landlord, has gotten quite used to the idea of finding one of the staff already on the job when

he arrives in the morning, and sometimes we work far into the evening to stay on top of things.

Putting the BULLETIN together is something akin to a monthly miracle. Material seems to flow into the office from all directions, and keeping track of it all is a major problem. Selection of a color slide for the cover is usually done first with the actual color separations being done in Beloit, Wisconsin. The selection of articles is done months in advance, so that occasionally we can get a head start on sending material to the typesetter.

One of the most important considerations is to achieve a proper balance of material in each issue. At certain times, special features such as the ballot and the periodical index have priority. We try and lock up an issue 45 days before it's scheduled to come out, but even then, an unexpected crisis requiring immediate attention can occur now and then.

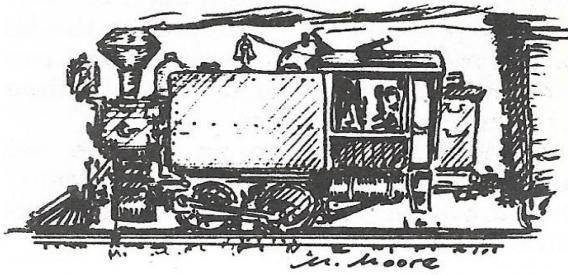
Bulletin Board, Club Car, and Blowing Off Steam are held open to the last possible moment in order to achieve a certain immediacy and relevance. Perhaps the biggest disappointment to a lot

of people when they contact the BULLETIN is the impossibility of changing an issue after it's gone to the printer. There are only three of us putting the magazine together, and we're not set up like a daily newspaper, let alone a weekly news magazine. In any event, we're all trying our best, and we hope you're pleased with the final result.

The whole effort to put out the BULLETIN would be next to impossible without the fantastic help we get from our typesetter, Trade Press Typographers of Glendale. Finally, where would we be without the nearby Waukesha post office to handle all of the odd-sized packages we send through the mail, let alone bring us our daily quota of letters from the NMRA membership? Sometimes it feels like we're riding on the back of a tiger, but surely doing anything else would be dull indeed. Just think! In another 41 years and 8 months when Issue No. 1000 of the BULLETIN comes out, maybe we can look back on this issue with a certain amount of pride in a job well done.

### A Salute to the Editors of the NMRA BULLETIN

	FROM	TO
W. W. Haverly	1935	—
A. C. Kalmbach	1935	—
Adrian Buysse	1940	1943
Lawrence W. Sagle	1943	1944
Adrian Buysse	1944	1946
Henry Eighmey	1/1947	1/1949
Enoch Harlan	2/1949	12/1952
Terry G. Walsh	1/1953	12/1954
Thomas K. Salmon	1/1955	12/1959
George R. Allen	1/1960	9/1960
Karl P. Busch	10/1960	7/1962
Bob Kitley	8/1962	12/1964
Ralph E. Yoder	1/1965	5/1966
Arthur M. True	6/1966	8/1969
Whitney K. Towers	9/1969	8/1979
Don Mitchell	9/1979	3/1981
Mike Schafer	4/1981	3/1982
Mike Carlson	4/1982	—



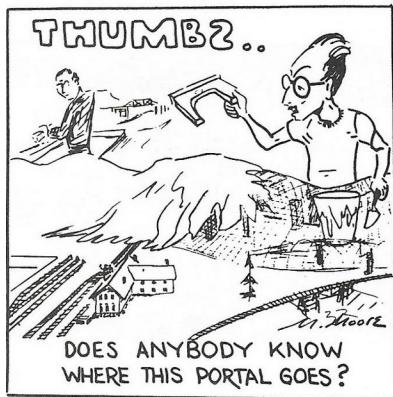
**NMRA BULLETIN**

## 1982 September

### Awards At Washington

Outgoing President Huebenthal, presiding over his portion of the awards ceremonies at the banquet, presented one Distinguished Service Award upon recommendation of the Honors Committee, and presented eight President's Awards. Receiving the DSA (posthumously) was John Allen for his tremendous contributions to the art of model railroading over many years. Receiving PA's were: Wes Marienthal for his many years of service as Tape/Slide Dispatcher; E. W. Carpenter for his many years of service as Tape/Slide Audio/Visual Coordinator; Jim Williams for his work in the Convention Department; Dean Freytag for more than 10 years of service in managing the National Contests; Jim Monroe and Brad Bradley for their work on Standards and Recommended Practices in the Technical Department; Art Daehler for his work with the Building Committee; and Larry Black for his service as Calligrapher in the Achievement Department. In addition, Les Wilbert was recognized for his many efforts in identifying all charter members of the NMRA.

## 1982 October



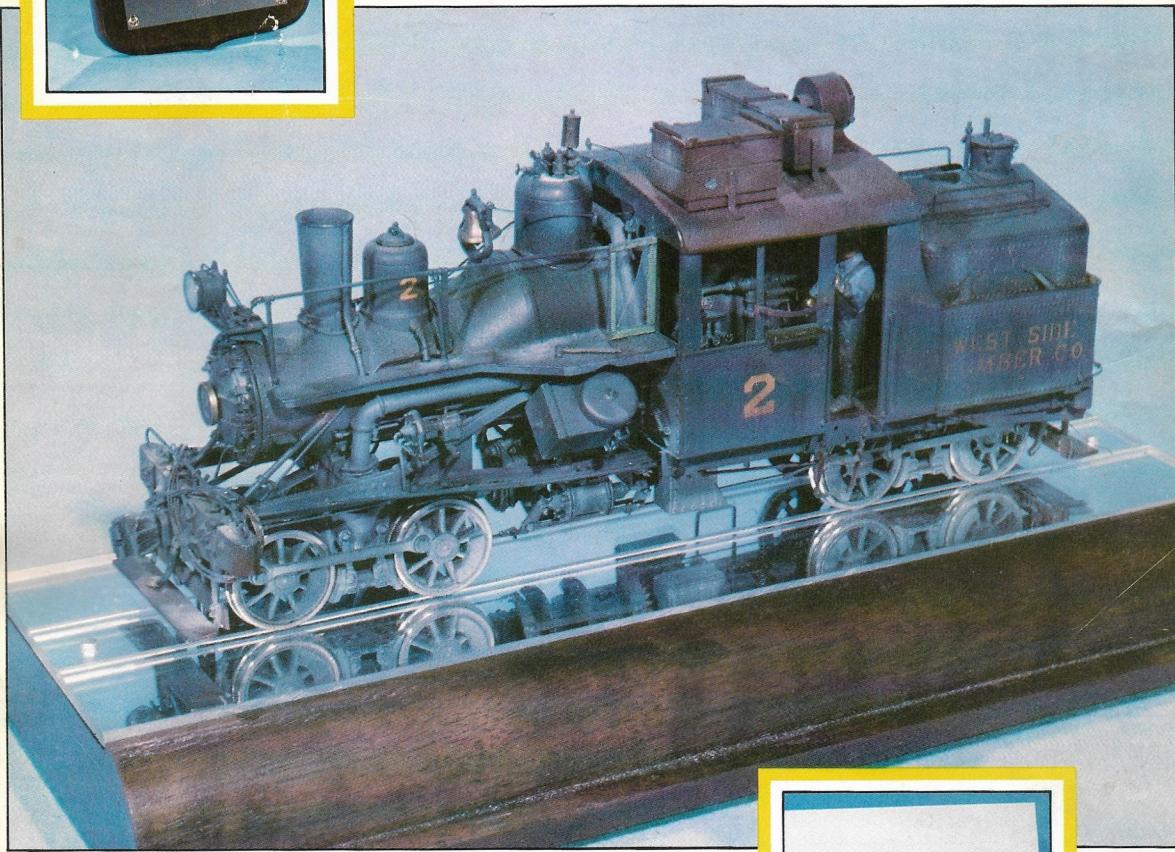
**1982 October**

**Convention Winners!**

**Pursuing the Spirit of Model Railroading**



**Gold Award:  
Robin C. Love**



**First Place Winners  
NMRA  
Washington '82**

Railette Best of Show:  
Elizabeth Brown



**Congratulation to the 1<sup>st</sup> Railette Contest Winner Elizabeth Brown!**

**1982 November**

**Obit for MMR #12 Dr. Edward A. Heffner**

**Dr. Edward Albert Heffner. B.: June 26, 1910 to D.: May 12, 1982  
was an Ophthalmologist in Milwaukee, Wisconsin.**



Edward A. Heffner, Md., MMR, passed away at age 71 in Tucson, Arizona, on May 12, 1982. Death was from cancer, seven weeks after initial diagnosis. He is survived by his wife, Christine Fleming Heffner; children, Lelia Heffner Baldwin, Salt Lake City, Utah, Virginia Heffner Blackburn, Mission, Kansas, William Edward James Heffner, Atlanta, Georgia, Stephen Fleming Heffner, Pennington, New Jersey; six grandchildren.

Dr. Heffner was active in model railroading in Ellsworth, Kansas and Milwaukee, Wisconsin from 1955 until his retirement in 1975. He was an author and association volunteer, and was awarded Master Model Railroader Number 12 in 1964.

Born Texarkana, Texas, June 26, 1910. Graduated Tulane University Medical School after attending Texas A&M and T.C.U. Served with the U.S. Army Air Corps in Europe during World War II and later with the Air Force during the Korean Conflict. Served with the Air Force Reserve with the rank of Colonel until his retirement in 1970. Awarded the Bronze Star and Legion of Merit. Ordained to the Episcopal priesthood in New Mexico in 1947. Served churches in New Mexico, California, Kansas and Wisconsin.

Dr. Heffner was a member of the Milwaukee Health Department, Milwaukee, Wisconsin, serving as Superintendent of the Bureau of Maternal and Child Health. He retired in 1975 and moved to Tucson in 1979.

**1982 November**

**NOTE: MMR #90 W. Miles Hale not listed in Bulletin.**

**Master Model Railroader #91, Gilbert A. Freitag announced.**

**1982 November**

# RAILROADING

and the Boy Scouts of America



**SCOUTING/USA**

**BY G. W. (Gil) CARLIN**

**M**any Boy Scouts and Explorers select as an elective merit badge of the approximately 110 merit badges offered in the Scout/Explorer advancement program the one titled "Railroading."

To the boy who loves trains and all that goes with this hobby, it is a natural.

But, to achieve this award and to really know what the hobby of railroading and the career in the railroad industry is all about, he must have an adult "merit badge counselor" to work along with him in this endeavor.

And this is where a National Model Railroad Association member can be of unexcelled assistance to the young man.

A merit badge counselor in the Boy Scouts of America progress award (or advancement) program must be an adult of at least 21 years of age—male or female. The counselor must be someone well versed in the subject matter of the merit badge in question. Note: the counselor does not have to be a registered member of the BSA. The Scout/Explorer sets up an appointment with the counselor and schedules their first meeting. Generally, the first meeting is one of introduction, getting to know each other, deciding on just what plan to follow in order for the young man to achieve the badge. Subsequent meetings are only needed in order to decide just how qualified the Scout/Explorer is in regard to the subject, and the final decision on the awarding of the merit badge is left solely to the counselor.

And how can a NMRA member become a "Railroading" merit badge counselor? Look in the white pages of your local telephone directory under Boy Scouts of America. This will place you in touch with the local Boy Scout Council service center or the district executive of your area. Or you may be a member of a church, service club, veteran's organization, PTA, etc. that is a

charter partner with a Boy Scout troop/Explorer post. Get in touch with the Scoutmaster and tell him you would care to serve as a merit badge counselor for "Railroading" merit badge. He will welcome you with open arms.

And just what does this "Railroading" merit badge encompass? Read on (briefly the requirements): know name, scale, and track gauges of model railroads; know proper methods of cleaning and oiling equipment; draw to scale a model railroad layout; alone or with others build a model railroad; lay track with ties, ballast same, add scenery; connect up to power supply the track-age laid down; make a scale model of a loco or two cars; draw scale plans and build several accessories (Scout/Explorer must do two of the preceding re-

quirements). Explain power supply of real electric and diesel locos; identify 6 different kinds of freight or passenger cars; show various arm or lantern signals used by trainmen, explain meaning of 5 whistle signals; describe emergency methods of stopping a train. Name and describe 4 departments of a railroad company; name and explain 10 jobs in railroading; explain 6 rules of safety on or around trains. Make a written plan of a trip by rail 500 miles from home; get a train schedule and be able to read a timetable; name and list the railroads that serve your home town; explain how to arrange for a shipment of freight to a city 500 miles distant. Plan and take a rail trip of at least 25 miles. Identify 10 different railroads by symbols on freight cars. Outline major steps in growth of railroads in our United States.

As you can readily determine from the requirements listed above, it takes work, planning, desire to do a job, and interest in the subject for the young man to achieve this merit badge. But when he has completed the work described and is awarded the merit badge, he knows that he has made the best of his opportunities and will wear the award proudly.

The "Railroading" merit badge booklet is available to Scouts and Explorers and the adult counselor from local Council Service Centers, the local official Scout distributor and very often is available from the boy's school library and the local public library.

So, members of our NMRA, look into this program as a "good turn" on the part of our membership. You will receive the never ending thanks of the boy, the Scouting program and its leaders. And you will have the greater reward of having shown a young man the path to a great hobby for life—and perhaps a future membership candidate for our National Model Railroad Association.



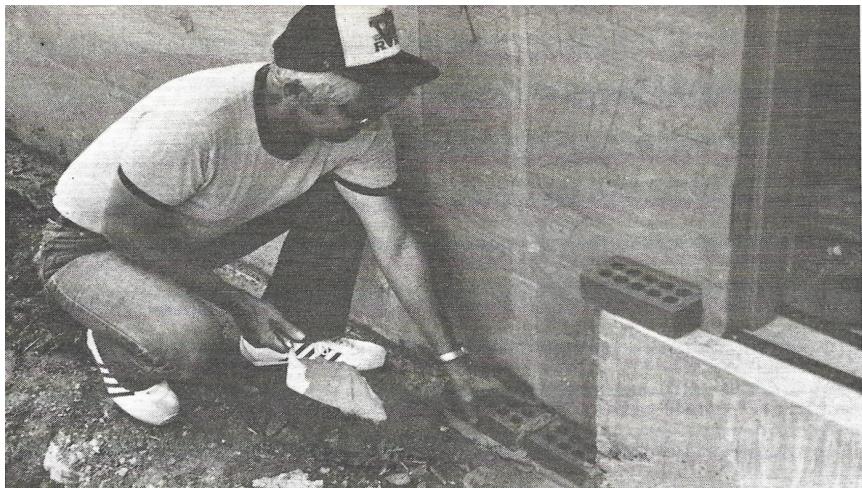
Here is the cover of the Railroading Merit Badge pamphlet.

**1982 December**

**Master Model Railroader #92, Larry Schreiber announced.**

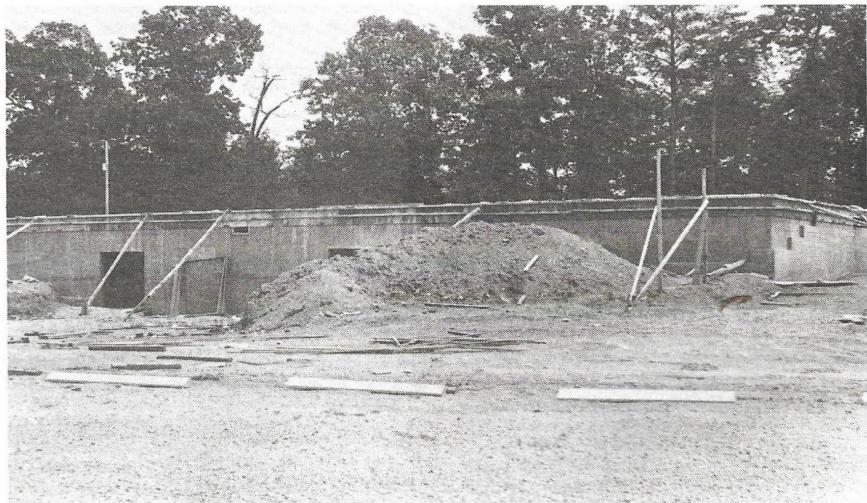
**1982 December**

## **HQ CONSTRUCTION UPDATE**



**Art Daehler,**  
Chairman of the Building Committee,  
is seen placing the first bricks of the new  
headquarters building. Photo by Paul Curlee.

### **Headquarters Building Construction Update**



**Paul Curlee shows us the rear of the new headquarters building.**



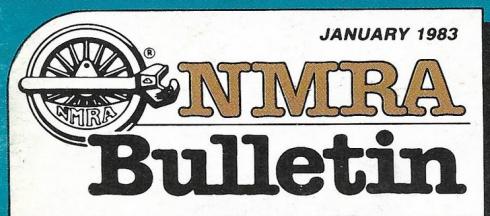
**This Paul Curlee view shows the  
basement of the new headquarters building.**

**NMRA BULLETIN**

**1983 January**

**BUILDING A FUTURE IN CHATTANOOGA**

Pursuing the Spirit of Model Railroading



**SPECIAL  
REPORT:**

## **Building a Future in Chattanooga**



1983 January

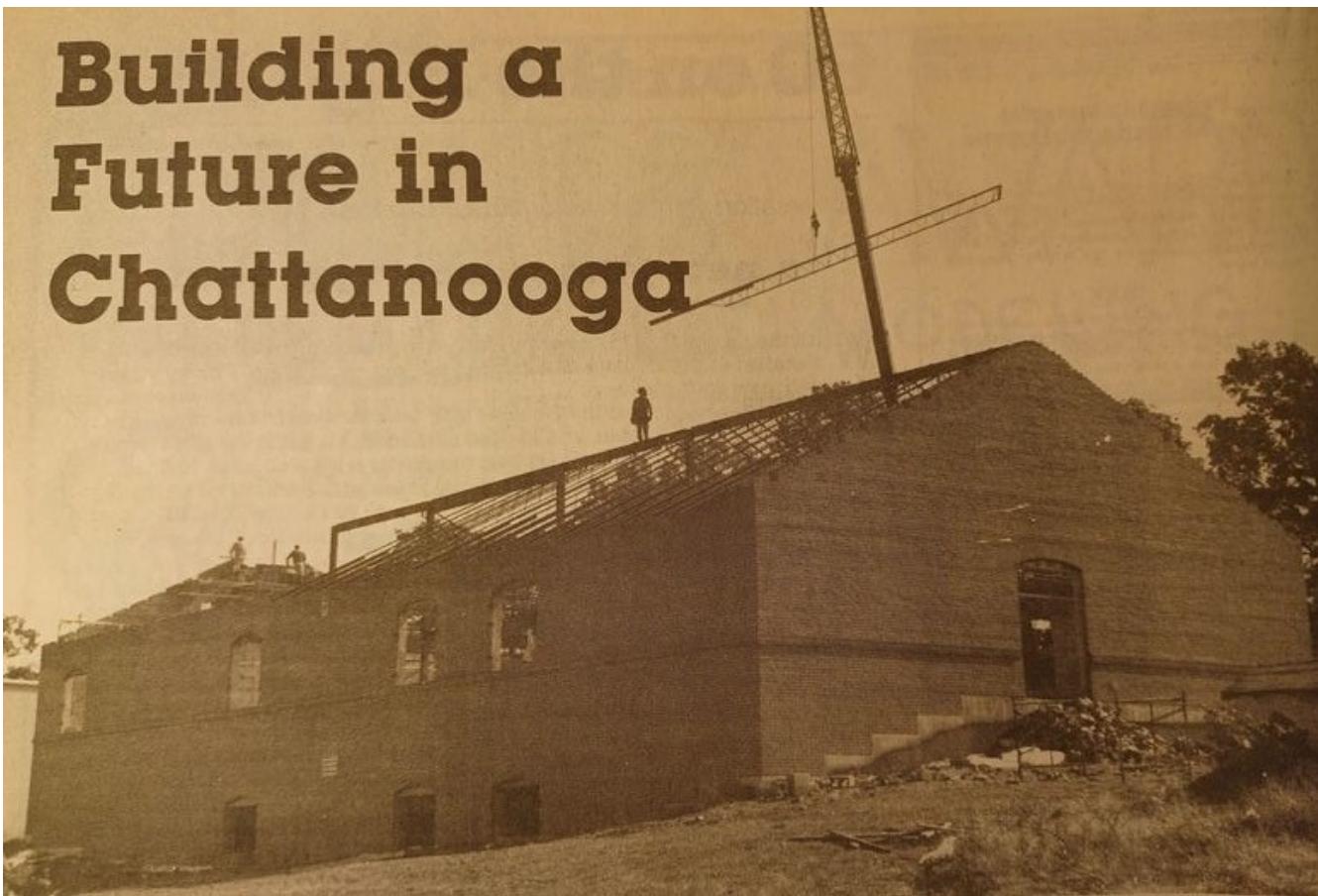
Lila Martin's RR. HO Scale



Lila Martin's HO empire, the "Sierra & White River," is a logging railroad set in the mid 70s. This railroad, which took up a whole room, is now gone. Lila built a much larger railroad in another room in the house. Her husband, by the way, is not a model railroader.  
Photo by Mark Henley.

**1983 January**

# **Building a Future in Chattanooga**



**O**n October 15th 1982 a new future began for the National Model Railroad Association. On that day a group of NMRA officials, members and representatives of the commercial press dedicated the new NMRA Headquarters Building in Chattanooga, Tennessee.

This date is one which begins a new era in the Association's history. For the first time, the NMRA will have adequate space to expedite its daily operations, adequate space to house resource centers such as libraries for member use, and adequate space to expand its services to the members.

Our new building occupies a prominent location on a knoll overlooking a broad wooded valley. This valley is occupied by the L&N Railroad, the Southern Railroad, and the Tennessee Valley Railroad Museum. From the rear of the new structure, one has an uninterrupted view of the Tennessee Valley Museum's western terminus at Cromwell Road, including its new two-story brick station located in the center of a wye. The Southern main line is also visible slightly to the south of the museum's depot and seeps out over a magnificent steel trestle to the viewer's delight. Our

**by Mike Carlson**

**photographs by Bob Fisk  
and Wayne Watson**

new Headquarters Building is located in quite a romantic railroad setting. The Chattanooga area is full of historic sites to visit and the scenery is absolutely spectacular. In the years to come, NMRA members will not be disappointed when they make their pilgrimage to visit our Headquarters Building. They will find a beautiful building on a spectacular site in a historic city, and I'm sure they will see the same thing I did on that bright and clear October day in Chattanooga: a bright and beautiful future for the NMRA.

Well over one hundred NMRA members from all parts of the country attended the dedication ceremony. The commercial press was well represented with the attendance of Harold "Hal" Carstens, Publisher of RAILROAD MODEL CRAFTSMAN, and Jim King, Publisher, and Russ Larson, Editor of MODEL RAILROADER magazine.

## **The Ceremony**

The ceremony used to dedicate our

new Headquarters Building was similar to the ritual of the Free Masons, using wine, oil and corn to bless the structure. Also, various mementos were sealed in a copper box and placed inside the cornerstone. The box will be opened in 100 years for a look back at us by our fellow members in the future.

Master of ceremonies for the dedication was Robert Ellis, Southern Vice President. Honorees for the ceremony were:

### **Ed Ravenscroft**

Past President and oldest living HLM

**Anstess H. (Jack) Weir**  
President of the NMRA

**R. H. (Huebe) Huebenthal**  
Immediate Past President

**Art Daehler**  
Building Committee Chairman

**Joe Bothman**  
Architect

The following pages contain photographs and quotes from the dedication ceremony. We bring these to you in an attempt to share this special event in NMRA with you.



**Ravenscroft:** "Huebe Huebenthal, will you sprinkle this wine upon the cornerstone."

**Huebenthal:** "May success be showered down upon this organization and its people."



**Ravenscroft:** "Art Daehler, will you sprinkle oil upon the stone."

**Daehler:** "May God bless and preserve our beloved hobby."



**Ravenscroft:** "I would like to offer a short prayer:

Almighty God, we ask Your blessing upon this undertaking and we pray that the structure here being erected shall serve effectively the use for which it is designed and, further, we pray that it may do so for many, many years to come. Amen!"



**Bob Ellis:** "This concludes the official ceremony. The tools we used will be kept in

the archives of the NMRA.



Immediately adjacent to the new NMRA Headquarters in Chattanooga is the western terminus of the Tennessee Valley Railroad Museum. It's a short train ride, only four miles, two bridges and a tunnel, to the main museum at East Chattanooga, below.





**Bothman:** "These could be the tools of a gandy dancer. You and your assistants know all about such tools. Use them to properly place the cornerstone."



**Ravenscroft:** "Jack Weir, here is the square. Apply it to the stone to see that it is in the proper vertical position."

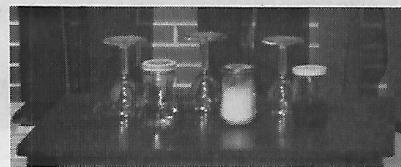
**Weir:** "The stone is square to the structure."

**Ravenscroft:** "Art Daehler, will you take this plumb-line and apply it to the stone to see that it is in the proper vertical position."

**Daehler:** "The stone is properly plumbed and it is perpendicular to the horizon."



**Master-of-Ceremony Bob Ellis:** "In the building of King Solomon's Temple, a magnificent enterprise, the wages of the workmen were paid in corn, wine and oil. This building is, to those here assembled, also a magnificent endeavor. We therefore will use these elements of corn, wine and oil to symbolically bless this structure. Mr. Ravenscroft, will you please proceed to instruct your assistants in the blessing of this structure."



**Ravenscroft:** "Jack Weir, will you sprinkle this corn meal on the cornerstone."



**Ravenscroft:** "Mr. Huebenthal, will you please apply this level to the stone."

**Huebenthal:** "The stone is properly aligned."



**Weir:** "Long life and good health to those who have worked in this undertaking."

**1983 January**

**William Dippert was announced as Master Model Railroader #93.**

**1983 June**

**Dr. Robert F. Wilhelm was announced as Master Model Railroader #94.**

**Larry Nyce was announced as Master Model Railroader #95.**

**Thomas P. Eckstein was announced as Master Model Railroader #96.**

**1983 June 1st-EVER ADVERTISEMENT FOR RAILLETTE JEWELRY**

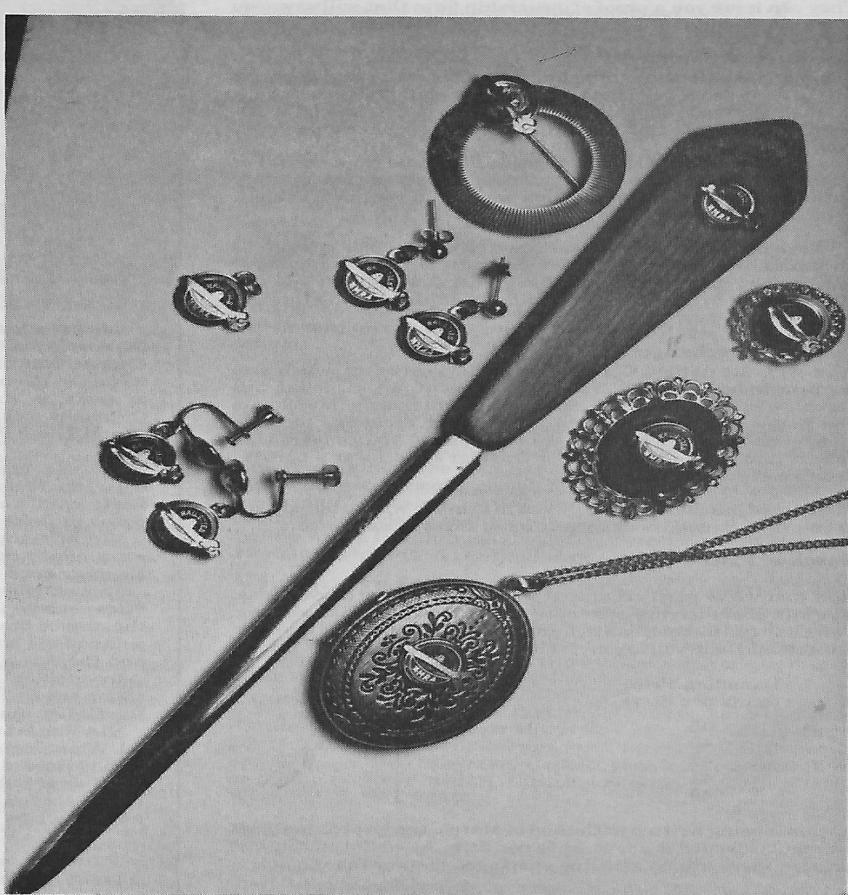
## Raillette Jewelry

Lockets	\$6.00
Onyx Pins	5.00
Wreath Pins	3.50
Pierced Earrings (no silver)	3.50
Screw Back Earrings	3.25
Circle Pin	5.00
Letter Opener	4.50
Charms (Gold, Silver)	3.00

*available through  
NMRA home office*

Tennessee residents add sales tax  
Canadian and overseas members add \$2.00 (in U.S.  
funds) for postage and handling

NMRA, INC., 4121 CROMWELL RD.  
CHATTANOOGA, TN 37421



conversation with the NMRA president/**Jack Weir**

The subject is awards.

On the premise that the NMRA is an organization made up of volunteers, there should be some manner to show appreciation to the dedicated, sincere and productive worker—the worker who often serves anonymously, giving of his time and spending his own funds (uncompensated for, more times than not). To show this appreciation an honors policy was formulated.

Those who serve in the administrative end of the NMRA are aware of this policy, but the rest of the membership probably isn't aware of these recognitions of service to the NMRA and to the hobby of model railroading. These are the awards listed in the Directory of Information in the Honor Roll.

The names of the awards are: Honorary Life Member (HLM), Distinguished Service Award (DSA) and President's Award (PA). The first two awards' recipients are recommended to the Board of Trustees by the honors committee. The President makes the selection of recipients for each type of award. These awards are usually presented at the awards ceremony during the annual convention.

Not including 1983, there have been 21 persons bestowed with Honorary Life Membership, 29 have received the Distinguished Service Award and 81 have been presented with a President's Award. The records don't reveal the dates of the HLM presentations, but the earliest for the PA was 1956, and 1962 is the first date for the DSA. These are the recognition items at the national level.

There are also recognition symbols at the regional level for service and the like. In addition, there are other presentations that are sometimes serious and sometimes bent toward the comedic.

The basis for most all of these presentations is a certificate with the symbolic language inscribed thereon. To the best of my knowledge, none of the certificates has any indications as to the gender of the recipient.

Now we come to the achievement program and the certificates that are used as part of the presentation. Part of the language thereon states "... for his superior achievement ..." This caused a wee small bruhaha recently due to the influx of women into all phases of the hobby.

One woman of superior achievement didn't feel it was proper for her to frame and hang, for all to see, a certificate with a "his" on it. Needless to say, she called it to our attention.

It turned out that the wordage goof had been noted and a new batch of certificates had been prepared. However, in a movement of economy, the old certificates continued to be used—not taking due care to note the gender of the names to be entered. Apologies have been forwarded and all of the certificates that have been presented to women should have been replaced by the time you read this.

Model railroading is no longer just for the "boys." We welcome the "girls" and are glad to have them share the hobby.

**1983 September**

## **Wonderful Winnipeg**

I'm just back from the Winnipeg convention. What a delight it was; I wouldn't have missed it for anything. Full registrations were 1,270 with 534 day passes sold during the convention, for a total attendance figure of 1,804. The banquet was a smashing success with attendance at 1,127.

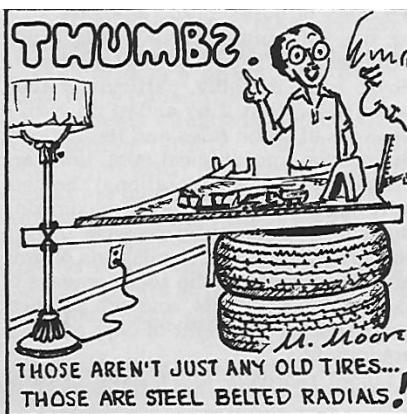
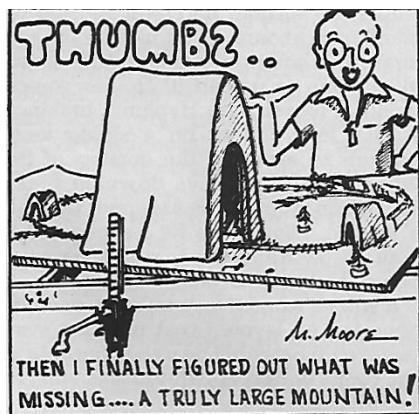
The layouts we saw were absolutely superb! The railfan trips and prototype tours were extremely interesting and informative. Clinics were wide ranging and very well executed. All of the activities were very well planned and executed. Our hosts were most gracious to arrange perfect weather for the entire convention. And the people of Winnipeg—I've never met a more friendly, warm and polite city. They even made our president, Jack Weir, an honorary citizen!

Yes, you missed a lot if you weren't at Winnipeg. But for those of you who could not be there, the October issue of the BULLETIN will carry expanded coverage of the convention and the contests!

I know all of us who did attend Railway Jamboree '83 wish to thank from the bottom of our hearts, the Thousand Lakes Region and the convention staff for a job well done. We all had one of the finest times ever in Wonderful Winnipeg!

For those of you who missed this year's convention, don't forget next year in August, the national convention will be in Kansas City, Missouri. Make plans now to attend the greatest model railroad event of each year, the NMRA national convention!⊗

**1983 September**



1983

# NMRA PROMOTION IDEAS

by Jim Heidt

When we moved from Ohio back to New York, the effect on my modeling activity was drastic. I really enjoyed the benefits of the strong, localized NMRA division in the area. Division 6 of the Mid-Central Region taught me much about model railroading, but the best part was making friends and visiting layouts on a regular basis. It's no surprise to me that the BULLETIN lists more new members from that area.

From that experience, it's a shame that there's no such activity where I now live in central New York. The modelers are here, but there isn't the social aspect that an active NMRA provides. I suspected that Division 6 wasn't an isolated experience because many parts of the U.S., Canada and other countries contain great modelers and are a virtual beehive of fun, enjoyment and activity. Sure, we have train fairs and open houses in our area and we are grateful that they serve as a focus on our hobby in keeping up the public interest. But it's safe to say that more can be learned and more friends can be made when the number of participants are reduced from hundreds to dozens, and the events are more frequent than annual. By comparing these two situations, a few of us think that an NMRA division in this area is the answer to a stronger hobby. So, let's promote the NMRA!

First, I contacted Chairman Joe Kurilec, MMR, of the Promotion Department for some promotional supplies. He was very helpful in sending me all we needed and more. As an aside, if you want some promotional literature, please note that there's one or more department representatives in each region. Contact the person closest to you and he or she will send you anything from membership applications to convention brochures to advertisement posters for train shows. A list of these folks is on page 7 of the October 1982 issue of the BULLETIN. So, what are some ideas for promoting the NMRA?

One is to set up a display at a local train show. Last October, the local National Railway Historical Society chapter held a two-day train show in the Utica, N.Y., Union Station. Fellow member and friend Ed Scott of Rome, N.Y., helped me set up an NMRA promotion booth. We had lots of the aforementioned materials from the Promotion Department, much of which is free to the public and includes some material from the UTU, Kalmbach, the Model Railroad

Industry Association and so on.

The Promotion Department also sent us their tabletop display which is very visual, very attractive and useful in holding BULLETINS, etc. The display also lists the services and activities provided by the NMRA. Requests for it must be directed to the department chairman Joe Kurilec.

To attract more people to our booth, we borrowed a slide projector and small screen to show one of the new tape/slide layout tours provided by the audio/visual committee of the Services Department. Besides adding a little life to our booth, showing the tour was an excellent way of illustrating another service of our organization. Why not rent one of these to show to some of your modeler friends who aren't members? We found that the dispatchers of these programs were willing to cheerfully help, provided one follows the ordering directions in the front of the BULLETIN and doesn't hassle them. The rent is surely reasonable as the money is used to maintain what has become an excellent reference library available to all members.

Between us, Ed and I were able to fill out our display booth. Ed is a TT modeler but he has equipment of all the now popular scales which he set out to more easily illustrate the difference in size between scales to the general public. We also had a copy of the latest NMRA membership directory and supplement (U.S. membership, July 1981 special issue; Canadian and other, June 1982 BULLETIN), help located a nearby member when someone asked. We also had the data sheets along with standards and recommended practices if someone wanted that information, which several did.

All of this was to serve one purpose: to get the interested person to sign on the sign-up sheet for more information about a local NMRA division. The response was very good and the sheet formed a starting point for a mailing list of interested people.

Another promotion idea was to have a model railroading course in the area. In our case, the local YMCA was very helpful in hosting the course. But I'm sure that there are several similar places where a class could be held near you.

Now, this idea worried me because I'm no modeling whiz by any means. So, we made the class very democratic with everyone having a hand in the process.

We decided at the first meeting that hands-on experience in building a layout would be best. Then we agreed to build HO scale portable modules for a couple reasons: Most in the class already modeled some HO, each member could build his or her own module and thus have creative control over its construction, etc. The class also built its own module separate from the ones being built by individual class members to allow some members to build without the responsibility of owning and maintaining a module when the class was over.

As a result, we are all learning from each other. But more importantly, we're enjoying each other's company and becoming friends because of the regularity of meeting each week and doing something we like to do. The group increased by about two per week to be more than a dozen, and we hope this will be a good core for our local division.

Our initial interest meeting for a possible division has been scheduled. The mailing list for the notices came from several sources. The advertising is up in the local hobby shops. The program is set with a tape/slide clinic, a raffle and refreshments. Next we'll see the results.

Finally, we should probably ask ourselves what the NMRA is. Lately, there's been some commentary in our BULLETIN which recognizes that our total membership number has not grown, but instead receded a bit, and that as an organization we're going to find out why.

No one has all the answers. But it's possible that many see the return of their dues as just (albeit excellent) a monthly magazine. As our unifying factor, the BULLETIN does a great job and continues to improve. But how many see their \$15 as just another magazine subscription?

Of course we're more than that. Next time the BULLETIN lists a local NMRA event in your area, go. Meet other modelers. Make some new friends. Learn some ideas from other layouts. See a clinic, and then have one of your own. Enter a contest and improve your modeling skills.

The NMRA is a great organization because of its people, all 25,000-plus of us. And we all should promote to others that it's great to have fun with others while becoming better modelers ourselves. ☺

**1983 September**

# April 18, 1983

## Moving Day for the NMRA

by Mike Carlson

photos by Paul Curlee

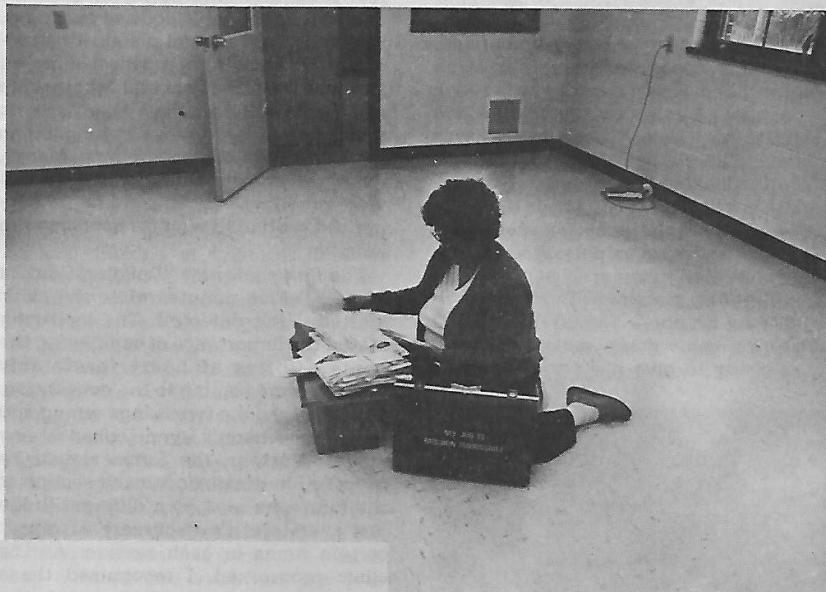
On April 18 the NMRA moved its headquarters into our new headquarters facility at Chattanooga, Tennessee. Midge Reber, Art Daehler and the Allied Van Lines Corporation executed the move over a weekend.

As with any move, it will take the staff at Chattanooga a while to get settled and reorganized. Please bear with them in processing information through the new office, as delays will most certainly occur. Your understanding will be appreciated in this matter.

The moving vans are late, but Midge keeps the NMRA business moving.



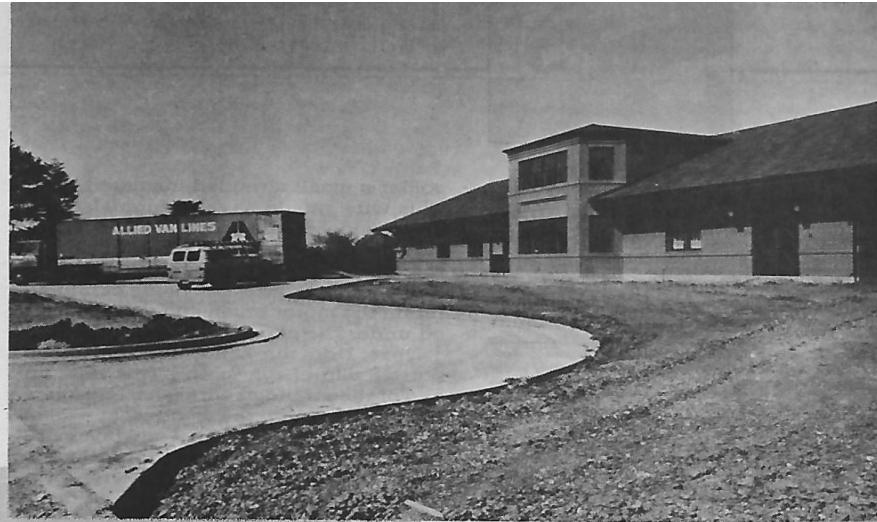
The first mail delivery arrives at our new office.



The moving van at last!



**The telephone crew arrives to link the office to the rest of the world.**



**The Allied people begin to unload their van.**



**As the day progressed, things began to shape up—Midge even got her desk back!**

Photo courtesy of National Motorists Association

### **NMRA Home Office:**

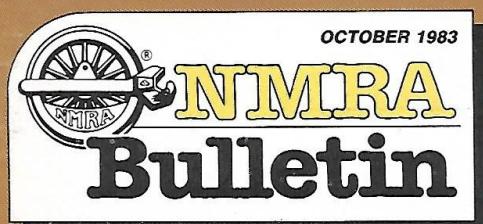
**10/1949 to 03/1976 Canton, OH. Bob Bast's basement**

**03/1976 to 04/1983 Indianapolis Leased Space**

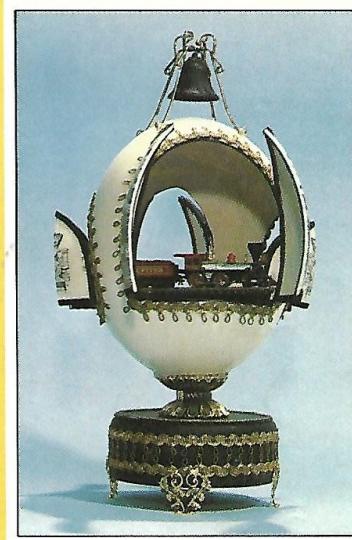
**04/1983 to Chattanooga, TN our own building**

**1983 October: A Mountie—NMRA Member! Railette Winner!**

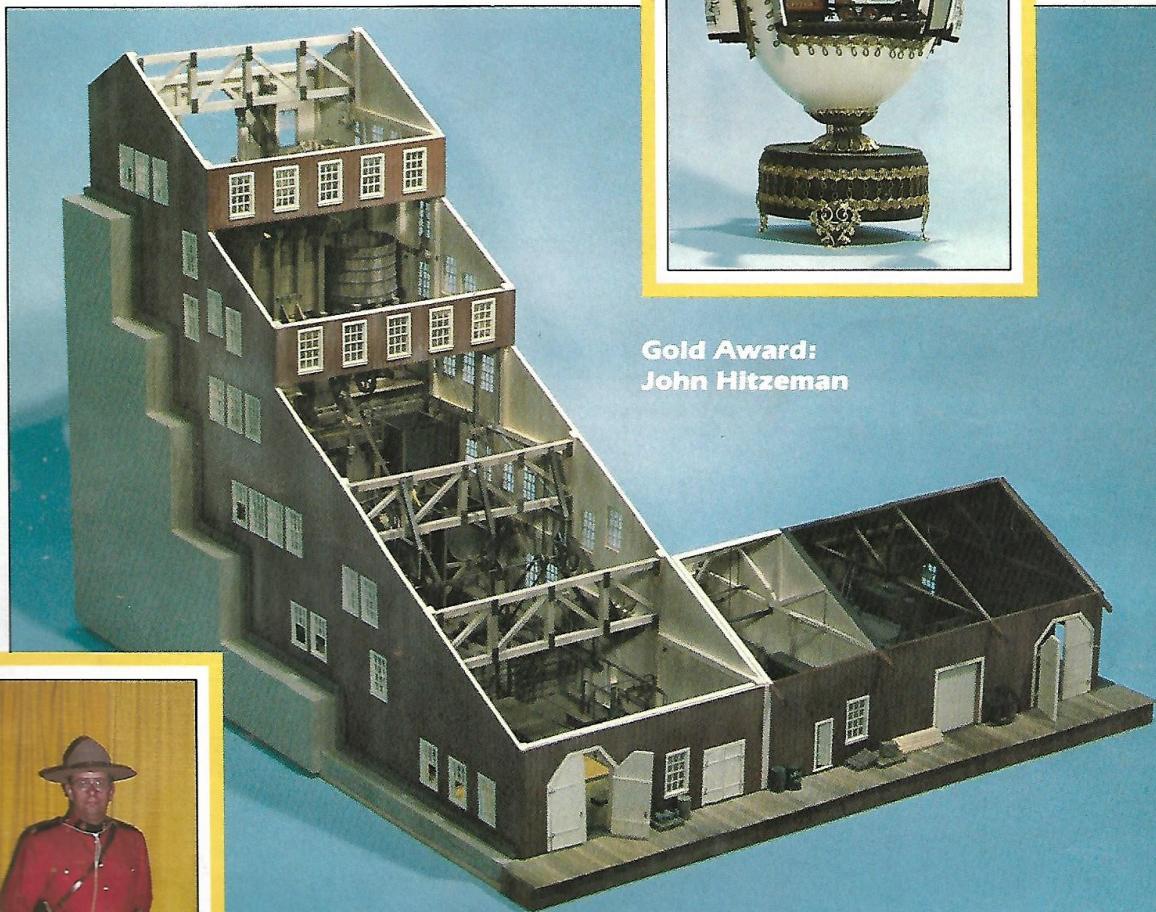
Pursuing the Spirit of Model Railroading



Railette Best  
of Show:  
Dottie  
Wetterstroem



Gold Award:  
John Hitzeman

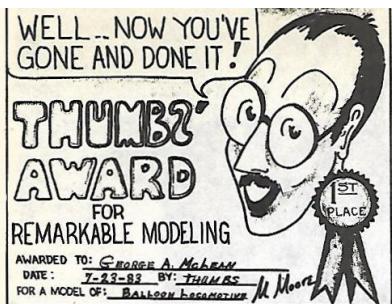


## Winnipeg '83 Winners

Canadian member  
Karl Purchase of the R.C.M.P.

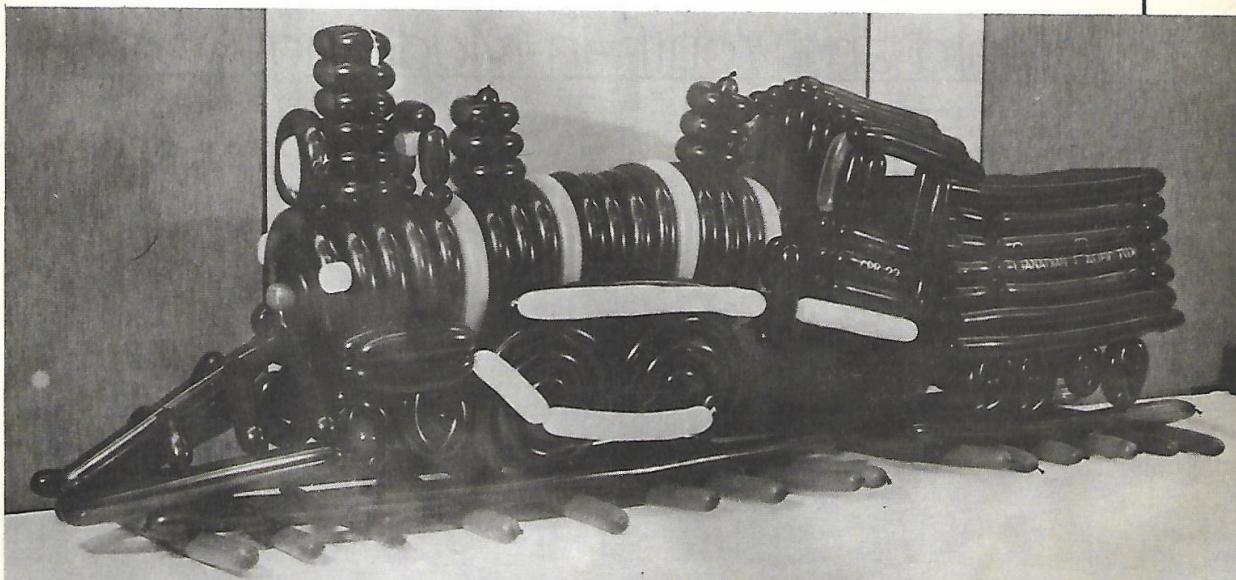
1983 October

## FIRST THUMBS AWARD!



### Thumbs' Award

The first ever "Thumbs' award" was held at Winnipeg. The first-place winner was George A. McLean with his 4-4-0 Balloon locomotive, no known scale!



**1983 October**



Trees make the scene complete in this view of a small portion of the author's 20' x 20' N scale layout. Left center, confusion is an automobile accident with tow trucks, police cars and an ambulance. The radio tower, upper right, is scratchbuilt and has a flashing red light atop it.

## "How I Became an Avid Model Railroader"

by Marge Price /photos by Marge and Howard Price

My hubby has been a model railroader since 1940. He had many layouts in several homes before we were married thirteen years ago. His N scale layout filled his den prior to our marriage. While redecorating before our marriage, two men came to pick up his layout which he had sold to one of them. It wasn't very portable, but they managed to get it into a truck. The conversation during the dismantling process (my future husband wasn't present at the time) brought tears to my eyes. Some of the statements that reached my ears were: "Why did he ever sell this?" "This is really an excellent layout." "I can't imagine him getting rid of this," etc. I felt that I was taking away a great part of his life. He returned as they were loading the last piece of the layout on the truck. I wanted to approach the subject, but certainly didn't know how. Later at dinner, I asked him if he'd miss his "garden." You see, to me it was like a year-round Christmas garden with toy trains. He said no and reminded me that it was called a layout. Women's intuition

told me he'd soon start another layout. Then one evening, it happened. Returning home from his base (he was on his final assignment prior to retirement with thirty-three years service in the Air Force), he was exceptionally happy, like a person who had just found out there truly was a Santa Claus. In a matter of minutes, he told me that the man who had bought his layout was being shipped to another base and would sell the layout back to him for half of what he had sold it for. I think he was asking for my approval in a left handed sort of way. So I said I thought it would be a good idea to purchase it. Although he acted nonchalant, I know my approval made him very happy. When he brought it home, it was only boxes of assorted junk—my definition. He said that when he married me it was the happiest day of his life; but the day the layout returned home surpassed it in great measure, at least in my opinion. I'm a confirmed believer in the old adage, "Once a model railroader, always a model railroader."

Plans were discussed. He would only

use a 7' x 10' space in the clubroom—we could easily spare that much space. You all know that building a layout requires three hands or more and I was recruited to help. I got the job of painting the background, adding clouds, building mountains with those messy, wet towels (hydrocal-coated) and painting them. Then I was replacing broken couplers and other minor details. I really began to enjoy my hubby's hobby.

One day he returned from the hobby shop saying he had bought me a present. Since all women like to receive presents, I was overjoyed. I had dreams of grandeur; what could it be? Then the gift came. My own plastic kit for a house. I was disappointed—yes, wouldn't any normal woman be? He was most cooperative, setting up a card table, giving me a hobby knife and a bottle of horrible smelling stuff called plastic cement. Well, I was determined to construct this house with perfection. When I opened the box, I got my first real surprise—a lot of tiny, colorful plastic parts, all fastened to a rod and no

## Cont.

assembly instructions. Then he showed me the so-called directions—something called an exploded view. I was determined I wouldn't ask any more questions. Well, I did it! I even put lace curtains at the windows (my hubby lights up all of his buildings), bits of lichen around the house and added tiny pieces of colored foam for flowers. Now I was hooked.

The next trip to the hobby shop was an "absolute necessity"—aren't they all? I went along. I had the fever and I wanted everything they had in N scale. My hubby no longer used kits, but scratchbuilt—whatever that meant. I decided that I could also do this and made several warehouses for our dock area. They weren't perfect, but my husband thought they were great and besides, who ever saw a beautiful warehouse anyway? I really think he was encouraging me along the way so that I wouldn't lose interest. He really didn't need to do this as I was already hooked on this fascinating hobby that was no longer a "garden."

As any model railroader knows, a layout must expand and ours did. Would you believe to 8' x 30'? The clubroom and bar had completely disappeared under roadbed and scenery. So it was back to the hydrocal-coated towels and the painting of mountains. I needed trees, hundreds of trees. The hobby shop had only, if you'll pardon the expression, Christmas garden trees and the cost would be too great. They've improved the trees now, but the cost is still too much when you need a lot of trees. So thumbing through back issues of model railroading magazines, I found a number of ways to make trees. While my hubby was at the base, I started turning out trees—hedge twigs with lichen glued on them, weeping willow trees made from raveled green yarn which I tied to the branches and let hang down, twigs dipped in thinned white glue and sprinkled with foam bits, etc. I even devised a way to make pine trees out of knitting



**The author and avid model railroader  
Marge Price,**

wool using knitting tools. Although they were superior to the commercial types, they were time consuming. There had to be a better and faster way. Then I remembered seeing some weeds in the woods next to our home. I looked and there they were, all nice and dried. I gathered a basket full, trimmed them to size (N scale is rather small, you realize), pushed the stems into styrofoam sheets (left over from packaging) and sprayed green paint from an aerosol can on them. Not bad, not bad at all. So now, I needed more weeds of different kinds. I even oversprayed them with a lighter green or yellow. Dozens of trees can be made in an hour. A well-branched twig without anything done to it makes a nice looking dead tree. Now on all our automobile trips, I scan the edges of the highways, always on the lookout for materials that will possibly make trees and shrubs. You larger scale modelers have the advantage over us as the trees have a better shape when they're larger.

Although model railroads are never

completed, ours was well on its way toward completion. Then one day, near my husband's retirement date, he said, "Let's move to Florida." I dislike cold weather (especially snow) and was in full agreement with him. Within a month, we headed south from Maryland to select a home site for our retirement. Rather than settle in a big city, we selected an area in central Florida on the Gulf coast and found a large lot in a fairly new community. My hubby drew up plans for our new home. I got everything that I wanted and hubby, or rather we, got a 20' x 20' room for our layout that is air-conditioned and heated.

We demolished the old layout, carefully packing all of the hobby supplies, buildings, bridges and trestles to be shipped 1,000 miles and stored for four months. All the engines and cars were cleaned and oiled and packed. We would transport these valuable items in our car when we headed south.

So we had to start all over again, but I was much more qualified than before. Being retired, we had plenty of time and could devote it to model railroading.

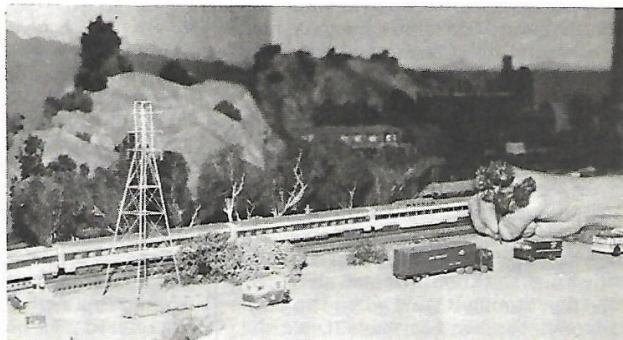
It was back to benchwork, track laying and the wet, sloppy hydrocal-coated towels; but now I was an avid model railroader and really enjoyed it.

Our pride and joy are our 40-car freight consists and 13-car passenger trains traveling over four main lines for four-and-a-half scale miles using homemade transistor throttles. In addition there are three point-to-point lines and three smaller loops. We can run ten trains at one time, all on separate tracks. Soon to be installed is a Zero One which will add four more trains onto the main lines. With all these trains moving, it's almost impossible to watch them all, but thanks to a "panic" button, everything stops at one time.

I could go on and on, as I'm now an honest-to-goodness model railroader. And not only that—I was elected vice president of the Paradise Valley Railroad. ☒



**A view of some of the trees that the author has constructed.**



**The author is planting one of her hundreds of trees she constructed. Note the trees behind the high tension tower, they're twigs gathered in a Nevada desert.**

1983 December

## The Origin of the Gauges

by Ed Vondrak

In the February and August 1983 BULLETINS, several members have addressed the question of the origin of Gauge 1, as it is properly called. The origin of this gauge is inextricably linked with that of most of today's popular gauges, and I thought other members might be interested in a short sketch of their history, which begins in the 1800's.

Most people who have researched the subject say that toy or model trains in crude floor-toy form were available as early as the 1830's. These wooden or cast iron affairs did not have flanged wheels or track—that did not appear until about 1866, when Issmayer of Nuremberg, Germany manufactured a clock-work train which ran on a circle of track. Issmayer was one of a number of toy manufacturers clustered in Nuremberg, which in the late 1800's and early 1900's was the world's major toy and tinplate train making center. These toy makers copied, borrowed, bought and stole ideas, parts, even entire lines from one another, so Issmayer's accomplishment was quickly copied. Soon, similar trains were available from a variety of manufacturers in a variety of gauges from two inches to four inches, with no attempt at standardization or interchangeability.

The real breakthrough in the standardization of gauges was made by Marklin in 1891 at the Leipzig Spring Fair, where all the toy manufacturers exhibited their new lines. Already an old and well-known firm—they were founded in 1859—Marklin stole the show with a new line of trains which ran on a set of standardized sectional tracks, switches and crossings. For the first time trains could be run in something other than a circle! Equally important, Marklin made this track available in three standardized gauges: the smallest, 48mm gauge, being numbered "1"; while 54mm gauge, the next largest, was numbered "2" and 75mm gauge was numbered "3". (The Europeans, you will note, use the word gauge as a prefix—thus our "1 Gauge" is their "Gauge 1"). When Marklin introduced trains for 35mm gauge track a short time later, the name of this smaller size became Gauge D.

The importance of what Marklin had done was demonstrated when Bing, the leading Nuremberg—and therefore the leading world—manufacturer of trains accepted Marklin's gauge standardization. Bing was followed quickly by most of the other Nuremberg firms. Ten years later, when Bassett-Lowke of Great Britain contracted with Bing for the first truly scale production models, the gauges—and therefore the scales—had already been set. In the same fashion, Ives, then America's leading toy train manufacturer, introduced O gauge to

America using the track gauge standardized by Marklin.

But wait, you say—the metric dimensions above don't work out to the gauges we use today! Gauge 1 is 1 1/4" or 45mm and gauge O is 1 1/4" or 32mm. The dimensions above are 3mm wider—why? The answer is that the Germans measured from the center of one 3mm diameter tinplate rail to the center of the other rail, while modern practice is to measure the distance between the rails.

The increasing emphasis on scale rather than gauge is also important. Neither Marklin nor the Nuremberg toy makers were concerned about scale—only gauge. Bassett-Lowke was the first to insist that production models be as close as possible to scale proportions, and he was alone in the requirement. Later, as scale became more important, modelers sometimes found themselves saddled with less-than-satisfactory scale/gauge compromises.

Gauge 1 has remained a relatively "pure" gauge, being properly 3/8" scale, 1 1/4" gauge, scale ratio 1:32. As Britain and the Continent converted to metric, this purity has been compromised somewhat by the adoption by some of a 10mm to the foot scale, which is really 1:30. The Gauge 1 Model Railway Association, with over one thousand members, has established an excellent set of standards which are observed by the major manufacturers of scale Gauge 1 equipment.

Gauge O, of course, has been compromised both here and abroad. One publication lists no fewer than six various O gauge/scale combinations! These are basically attempts to eliminate these compromises. For example, 1 1/4" gauge is five feet in 1/4" scale, thus giving rise to 1 1/16" scale, which adjusts the scale to fit the gauge, as well as to Q gauge of 1 1/16", which attempts to do the opposite. Metric conversions are dealt with by the British and Europeans by using a scale of 7mm to the foot, scale ratio 1:43.5 and track gauge of 32mm. The British even take this refinement a step further with Scaleseven, a 33mm track gauge using the same scale and ratio. There is even reported to be a Continental scale 2cm to the meter, with a gauge of 1 1/8"!

In view of the confusion surrounding O gauge, HO gauge has emerged as a remarkably pure scale in this country and in Europe, at 3.5mm to the foot, 16.5mm track gauge and scale ratio of 1:87. The British, however, have made a real mess of things, beginning with the unfortunate HO/OO compromise of the 1930's, which has since led to the establishment of EM and later EEM (also called 18.83) Gauges—and to much heated controversy. The story is that HO/OO was the result of British man-

ufacturers' inability to get an electric motor inside an HO scale British steam locomotive boiler. British trains, with their small loading gauge, have been called narrow-gauge trains on standard gauge tracks. Thus, when HO scale began gaining in popularity in the 1930's, the British were forced to put OO superstructures on their HO mechanisms in order to have more room for the motors available at that time.

EM gauge is an attempt by some British modelers to widen the gauge of existing HO/OO models to the limits allowed by the stock axles and superstructures. This effort finally resulted in a gauge of 18.25mm—better, but not quite perfect for OO scale. Thus, the next step was EEM gauge, with a correct gauge of 18.83mm. Even EEM gauge has its subdivisions, I understand, known as Protosfour and Scale-four.

In this country OO gauge has remained relatively pure at 4mm to the foot, scale ratio 1:76, although the track gauge is 3/4" or 19mm.

The remaining gauges are really not related to the family of gauges introduced by Marklin in 1891. S gauge is a purely American invention, begun as C-D gauge by the Cleveland Die Company in the 1930's. At 3/16" to the foot, track gauge 7/8", S gauge is entirely non-metric, so it has never been popular in Europe. However, the fact that it is exactly one-half the size of Gauge 1, which is very popular in England, has led to the construction of some beautiful S gauge contest models there.

TT, or Table Top gauge, began in America and has remained a pure scale in this country at 1/10" to the foot, scale ratio 1:120. In Britain, however, compromises again were made, resulting in British TT being to a scale of 3mm to the foot, scale ratio 1:100, but with the same track gauge as American TT. This situation in turn has led to the development of a wider gauge British TT scale based on the 1:100 scale ratio!

N gauge is a European invention of the 1960's, N standing for the 9mm track gauge. Both European and American N gauge models are built to a scale ratio of 1:160, but the British are again marching to the beat of a different drummer with a scale ratio of 1:148, or 2mm to the foot. As you would expect by now, the British also have a wide-gauge fix for their 1:148 N scale, in the form of a 9.5mm track gauge.

Last, we have Z gauge, with a scale of 1.51mm to the foot and a scale ratio of 1:220. Poetically enough, this scale was introduced by Marklin, as if to make the circle complete. Z gauge is still a pure scale, but perhaps it's too new yet for the British to have developed their variations! ☺

## 1984 January

### MMR #98 Announced: Stafford Swain

### 1984 February Application for “New” Australia Region. What happened to the “Southern Cross” Region? Read On

conversation with the NMRA president/**Jack Weir**

**A**lthough not a prerequisite to membership, I've often wondered how many of the NMRA members have read the constitution and by-laws of our organization. There isn't much of a story line and the characters are practically non-existent, but if you haven't read them, it would be nice to do so in order to make yourself knowledgeable about the basic rules and guidelines that hold this organization together.

What brought this to mind is the fact that the mid-year official meetings are near and some changes are necessary in order to accommodate a petitioned request. These changes will be made to the by-laws by the Board of Trustees (hereinafter known as the BOT) as an enabling action to describe what changes have occurred in the basic organization. The BOT, by a two-thirds majority, may make a change in the by-laws, but it takes a vote of the membership, again by a two-thirds majority, to approve a constitutional change.

One might ask, why make a change? It would be nice if we could pursue the course unchanged, but nothing remains the same and continual updating is needed to stay abreast. Each time I need to refer to the constitution and by-laws I note a place where I feel the subject could be stated more simply or clearly. Or there might be the possibility for conflict. As careful as we've tried to be, neither of the two papers are perfect . . . workable, but in need of touching up from time to time.

The petition mentioned above is one properly done in accordance with the guidelines for the formation of a region. This request comes from residents of Australia and the proposed name for the area covered is Australasia and encompasses a considerable part of the Pacific south of the equator. The original petition and request were presented at Winnipeg, but were tabled until the next meeting in order to prepare all of the needed paperwork to consummate the project in case of approval.

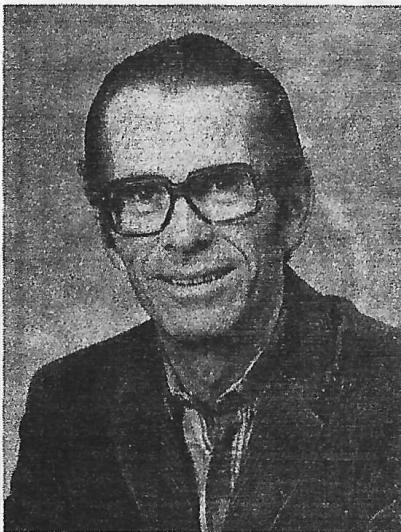
So someone with a long memory asks: Didn't we have at one time a region named Southern Cross from that area? Yes, we did, but the government of Australia objected to the affiliation of any of their citizens with an organization whose name had the word *national* as part of the title. At that time the only course other than changing our name (which we had no desire to do) was to withdraw the region status and hope to maintain contact with the membership by other means. The objections and differences of opinion have been straightened out and a wish to re-establish a region has been presented. An understanding has been reached, similar to that with the British Region, as to how they'll be represented and what services we can provide with a minimum of problems with customs and their local law.

I imagine many of our members are surprised to learn we have foreign members. There are hundreds of NMRA members who reside outside the continental limits of North America. A check of the membership roster shows the British Isles, Europe, Africa, South America and Japan addresses. Personally, I don't consider Canada as foreign, but unfortunately other circumstances create the situation. Most of our non-U.S./Canadian members are those who model, or are interested in, the North American prototype and are desirous of the knowledge we can pass on to them. This we try to do and are pleased to do what we can.⊗

## 1984 March Achievement Program Awards its 100<sup>th</sup> MMR

### Master Model Railroader 100, John M. (Moe) Smith

personality profile/Tom Madden



The honor of becoming Master Model Railroader No. 100 goes to John M. (Moe) Smith of Winnipeg, Manitoba, Canada. Moe holds Achievement Certificates for Cars, Structures, Scenery, Civil Engineering, Electrical Engineering, Chief Dispatcher, Association Volunteer, and Author. He had the additional distinction of receiving his

award before an appreciative audience in his home town at the 1983 Winnipeg National Convention. Moe also served on the convention committee.

A journeyman electrician by trade, Moe has worked for the Canadian Broadcasting System for over 25 years as a lighting technician. Moe and his wife Joyce have two grown sons. Joyce takes an active interest in the hobby and, as an artist, is Moe's best critic for details such as coloring and perspective. Moe is also very proud that he and his oldest son Dick have each won MODEL RAILROADER Magazine's Model of the Month award.

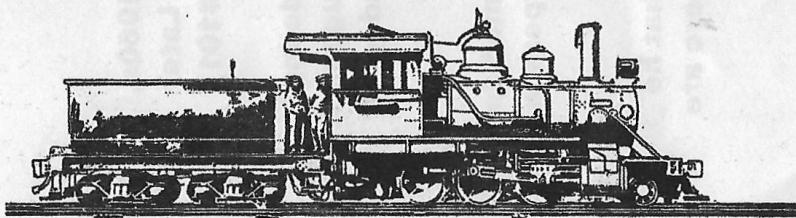
Moe was a model airplane enthusiast when younger, but grew weary of seeing a winter's worth of work destroyed on the first test flight of the spring. He decided to try a hobby he could enjoy without having to contend with major wrecks, and wound up with a small Revell HO trainset for Christmas in the late '50's. That was the start of what is now the Smithville and Western Railroad empire.

The present S&W railroad is Moe's sixth layout. His first was 4' x 6', and each succeeding one has been larger than the last as Moe and his family have moved to successively larger liv-

ing quarters. One of Moe's specialties is bridges, and for years Moe was known as the "bridge nut" of Winnipeg. He has since passed that title on to his friend Roger Wood, who has built a bridge 34 actual feet long!

The accomplishments of Moe and fellow Winnipegger Stafford Swain (MMR No. 98) have generated a lot of interest in the Achievement Program in Winnipeg. Moe was initially lukewarm toward the AP, but earning his first certificate challenged him to try for more. That first one was followed by the Civil and Electrical certificates, which Moe says go hand in hand and should be earned together. Moe found that not only did his hobby skills improve as he worked his way through the program, but his writing and drafting skills improved as well.

Moe feels that recognition and awards, no matter how small, should be an important part of our hobby. They serve both as rewards for accomplishments and as incentives to improve, and can be particularly beneficial in keeping younger modelers in the hobby. Moe's accomplishment in becoming MMR No. 100 is obviously a source of great pride for him, and an inspiration to the rest of us.



## 1984 March

### Thomas Ray Knapp, Jr., announced as MMR #101

## 1984 May

### MMR #97 C.J. Riley announced as Master Model Railroader

**1984 May**

## **Member Receives Award**

Royce "Laddy" Hall of Napa, Calif., recently was awarded a Certificate of Achievement for his volunteer labors in the advancement of the model railroad hobby.

Royce is currently the president of the Napa Valley Model Railroad Club that meets each Friday night at their club building at the Town and County Fairgrounds.

He's been a member of the NMRA for many years as well as now serving as the Area Superintendent for the Redwood Empire Division.

He's also one of the main backers of a new organization known as The Northwestern Pacific Railroad Historical and Technical Society. This group's main goal "is to preserve and enhance the memory of this once great railroad by

encouraging the acquisition, research, recording and distribution of all historical and technical information." The NWPRRH&TS is a non-profit charitable and educational corporation.

He has been a resident of the Napa area all of his life, and is a partner in his family's business, Hall's Construction of Napa.

With his efforts in model railroading as well as his interest with the Northwestern Pacific Railroad, he has introduced many people to a part of history that's fading quickly away.

Royce has had an interest in railroads since the age of seven, when his parents got him his first Lionel train set. He joined the Napa Valley club in 1968 when he was 14 and has stayed with the hobby since.



Royce "Laddy" Hall of Napa, Calif., is awarded a Certificate of Achievement for his efforts in the model railroad hobby by Edward G. Suhy Jr., membership chairman of the Redwood Empire Division of the NMRA.

**1984 June**

## **MMR #99 John Wissinger announced as an MMR**

**1984 July**

## Celebrate The NMRA 50th Anniversary!

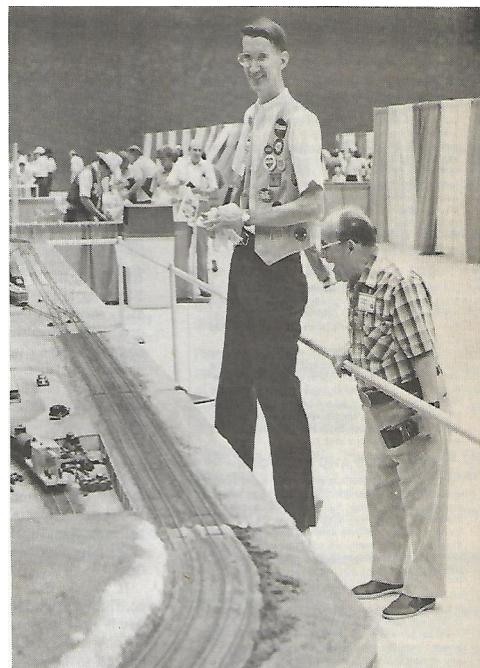
To commemorate the NMRA's 50th anniversary, a 50th anniversary Belt Buckle, Ladies' Charm, and Name Badge have been produced and are now available for your enjoyment. The Belt Buckle sells for \$12.50, the Ladies' Charm for \$7.50, and the Name Badge for \$5.00. Please print name to be on Name Badge when ordering. All funds U.S. only, overseas add \$2.00. Please allow 2 to 4 weeks for delivery. A portion of the proceeds from these products represents a contribution to the NMRA. Mail orders to:

NMRA 50th Anniversary  
P.O. Box 11  
Dexter, MI 48130



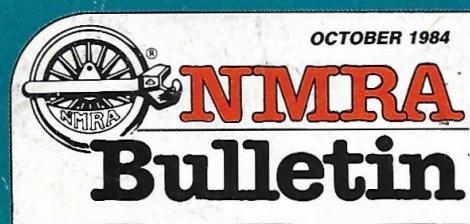
*50th Anniversary  
Name Tag, Charm, Belt Buckle*

**1984 October Pictured at Kansas City convention August:  
Chuck Hitchcock & Whit Towers "The Long & Short of it"**



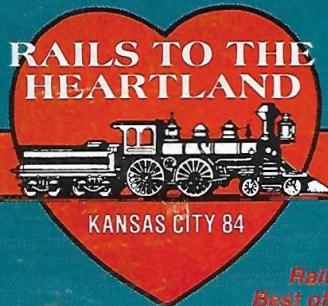
1984 October cover

Winners at August convention

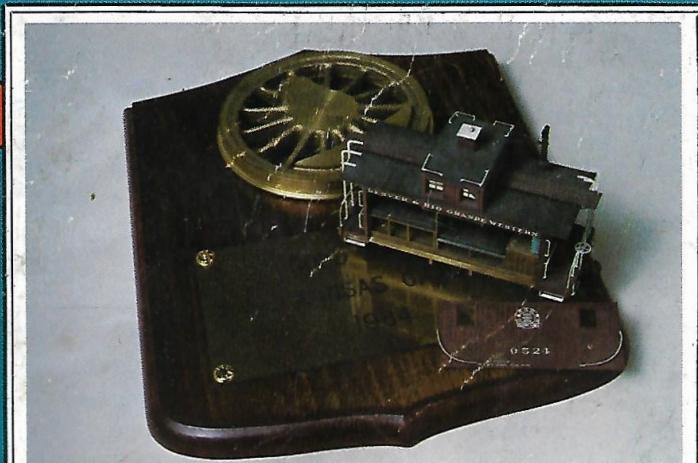


Brass Lantern Award

Winners



Raillette—  
Best of Show



Gold Award

